The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 211.—Vol. IX.] LONDON: SATURDAY, SEPTEMBER 7, 1839. [Price 6d.

PUBLIC COMPANIES.

MEETINGS

BAHIA STEAM NAVIGATION COMPANY.—Notice is hereby given, that an ADJOURNED GENERAL MEETING of shareholders of the Bahia Steam Navigation Company will be held at the George and Vulture Tavern, George-yard, Lombard-street, on Monday, the 9th current, at One o'clock precisely.
By order of the board of directors,
Lombard-street-chambers, Sept. 2. G. H. HEPPEL, Secretary.

BAHIA STEAM NAVIGATION COMPANY.—The shareholders are earnestly requested to attend the ADJOURNED MEETING of this company, to be held at the George and Vulture Tavern, on Monday next, the 9th of September, at One o'clock precisely. BY A SHAREHOLDER.

DE DUNSTANVILLE COPPER MINING COMPANY.—Notice is hereby given, that a CALL of TEN SHILLINGS per share was this day made by the directors, on the shareholders of the above mine, to be paid on or before the 30th September next, to Messrs. Wright and Co., Henrietta-street, Covent-garden, the bankers of the company.
26, Birchin-lane, August 28.

BRITISH SILVER-LEAD AND COPPER MINING COMPANY.—Notice is hereby given, that the directors have called a SPECIAL GENERAL MEETING of the British Silver-Lead and Copper Mining Company, to take place at the Clarendon Rooms, South John-street, Liverpool, on Saturday, the 14th day of September next, at Twelve o'clock at noon.
By order of the directors,
R. SHERATON, Secretary.
Company's Office, 1, Brazil-buildings, Drury-lane, Liverpool, August 30.
N.B.—Every shareholder to vote, must have paid all calls, signed the rules and regulations, and received the new scrip in exchange for the old.

ST. AUSTELL HILLS MINING COMPANY.—Notice is hereby given, that an ESPECIAL GENERAL MEETING of proprietors will be held at the offices of the company, on Monday, the 23d of September inst., at Eleven o'clock precisely, for the purpose of taking into consideration and deciding upon the sale of the Engine, Machinery, Materials, and all other property belonging to the company on the Mine; also, to take into consideration, and deciding upon, the offer that has been made for the same.
Offices, 37, New Broad-street, Sept. 6. GEORGE MORGAN, Sec.

WHEAL SISTERS MINING COMPANY.—Notice is hereby given, that an ADJOURNED HALF-YEARLY GENERAL MEETING of proprietors will be held at the offices of the company, on Friday, the 20th day of September instant, at One o'clock precisely. GEORGE MORGAN, Sec.
Offices, 37, New Broad-street, August 30.

CALLS.

BAHIA STEAM NAVIGATION COMPANY.—The directors of the Bahia Steam Navigation Company give notice that they have made, and do hereby declare to the shareholders to have made, a CALL for a FIFTH INSTALMENT of ONE POUND per share, the same to be paid to Messrs. Smith, Payne, and Smiths, Lombard-street, the bankers of the company, on or before Tuesday, the 8th of October next. They further give notice, that all shares in respect of which the Fourth Instalment of One Pound per share shall remain unpaid on Monday, the 15th September current, will be declared absolutely FORFEITED.
By order of the board of directors,
Lombard-street-chambers, September 5. G. H. HEPPEL, Sec.

COMBMARTIN AND NORTH DEVON LEAD AND SILVER MINES.—At a Meeting of the directors, held at the King's Arms, Combmartin, on Wednesday, the 21st day of August last, it was resolved—"That a CALL of TEN SHILLINGS per share be made, to be paid into the West of England and South Wales District Bank, at Barnstaple, on or before the 2d day of October next."—Combmartin, Sept. 4. WILLIAM NEWTON, Secretary.

CHESTER AND CREWE RAILWAY.—CALL OF FIVE POUNDS PER SHARE—making, with the previous calls, £35 per share.—The directors of this company having resolved, at a Meeting held this day, to call, under the provisions of the Act of Parliament, for an INSTALMENT OF FIVE POUNDS per share, Notice is hereby given, that the proprietors of shares are required to pay, on or before the 25th day of September next, to one of the undermentioned bankers, the sum of Five Pounds on each of their respective shares:—
Chester...... Messrs. Dixons and Wardell, bankers.
Liverpool.... The Borough Bank.
Manchester.. Messrs. W. Jones, Lloyd, and Co.
London .. . Messrs. Jones, Lloyd, and Co.
Chester, August 21. J. UNIACKE, Chairman.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.—At a Special General Meeting of the shareholders of this Association, held at the George and Vulture Tavern, a CALL of TEN SHILLINGS per share was this day made upon the shares of this Association, payable on the 26th inst. The directors, therefore, hereby give notice, that all shares upon which the said call shall not be paid within fourteen days' from the above date, become absolutely forfeited. The payment to be made at Mr. Carr's office, 10, Laurence Pountney-hill, and the scrip left at the same time for the endorsement thereon.
Laurence Pountney-hill, August 12.

REETH CONSOLIDATED MINING COMPANY.—FIRST CALL.—The directors of the Reeth Consolidated Mining Company hereby give notice, that they have this day made a CALL of TEN SHILLINGS per share upon the shares of this company, and the proprietors of shares therein are required to pay the amount of such call upon their respective shares on or before the 8th day of October next, at any of the undermentioned banks:—
Leeds—Messrs. William Williams Brown, Charles Barr, and Co.
London—Messrs. Brown, Janson, and Co.
Truro—The Western District Bank.
An early payment of the call is respectfully requested.
By order of the directors,
26, Albion-street, Leeds, September 4. JOHN BLACKBURN, Sec.
N.B.—Shareholders neglecting to pay their calls will incur the absolute forfeiture of their shares.

PERRAN CONSOLIDATED MINING COMPANY.—The shareholders are reminded that the time fixed for the payment of the Seventh Call, Five Shillings per share, will expire on the 12th inst.; and they are requested to pay the same to the bankers, Messrs. Vere, Sapte, and Co., 77, Lombard-street.
2, St. Mildred's-court, September 5.

REDMOOR CONSOLIDATED MINING COMPANY.—The shareholders are reminded that the time for the payment of the Seventh Call, Five Shillings per share, will expire the 8th inst.; and they are requested to pay the same to the bankers, Messrs. Bosanquet and Co., 73, Lombard-street.
2, St. Mildred's-court, September 5.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the last day for payment of the Call of Five Shillings per share, due 19th ult., will be the 20th of September inst. All shares upon which the said call shall not be paid into the bankers of the company, Messrs. Vere, Sapte, and Co., on or before that day, will be absolutely FORFEITED without further notice.
By order of the board,
ROWLAND NICHOLSON, Sec.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—
"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

BY THE QUEEN'S PATENT.
To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT and CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combines compactness of form, increase of power, speed, and economy in working, to an extent hitherto unattainable. Descriptive plans and particulars, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 26, Lombard-street, London.
Where also may be seen, specimens of Fairbank's Patent Platform WEIGHING MACHINES and WEIGH-BRIDGES, for which they are appointed sole agents for London and its vicinity.

TO THE MINING INTEREST.—The following RESOLUTIONS having been agreed to by numerous friends and supporters of the "MINING JOURNAL," are submitted to the mining community at large, with the view of extending the objects beyond the limits of a private subscription:—

Resolved,—That the "Mining Journal," being devoted to the advocacy and advancement of the mining interests, and to the dissemination of knowledge connected with the several branches of science appertaining to the working of mines, as also recording the operations and proceedings of public companies generally, is a publication highly deserving the support and encouragement of the public.

Resolved,—That the thanks of the mining community, and all those embarked in legitimate mining pursuits, are eminently due to Mr. English, for the spirit and enterprise manifested by him during the past four years in the establishment and carrying on of that publication, as affording protection to the interest of the miner and mine adventurer.

Resolved,—That Mr. English, in the exposition of abuses, and more particularly in the late action brought by Mr. W. M. Thomas (in which the plaintiff obtained one farthing damages), having subjected himself to proceedings at law, which have been attended with heavy expenses, however favourable may have been the issue, it is proper that he should be held harmless from any pecuniary loss arising from the conscientious performance of his duties, and from which the mining interest has derived so much benefit.

Resolved,—That, with the view of effecting this object, a subscription be immediately opened; and that communications be entered into with parties interested in mining pursuits generally, requesting their co-operation.

Resolved,—That the names of subscribers be requested to be transmitted to the office of Messrs. Aston and Wallis, 2, New Broad-street, City; and that a meeting be held on an early day, for determining what sum out of the amount so subscribed shall be appropriated to the purpose of presenting to Mr. English a lasting testimony of the approbation of the subscribers, of the line of conduct which he has uniformly pursued in conducting the "Mining Journal."

Resolved,—That notices of such meeting be transmitted to every subscriber at least ten days before holding the same; and that, in the interim, lists be published of the subscriptions received.
London, September 4, 1839.

KING'S COLLEGE, London.—DEPARTMENT of CIVIL ENGINEERING and SCIENCE applied to ARTS and MANUFACTURES. The classes in this department will be RE-OPENED on Tuesday, the 1st of October next.
MATHEMATICS—Professor Rev. T. G. Hall, M.A.
NATURAL PHILOSOPHY and MECHANICS—Professor Rev. H. Moseley, M.A., F.R.S.
CHEMISTRY, THEORETICAL and PRACTICAL—Professor Daniell, F.R.S.
EXPERIMENTAL PHILOSOPHY—Professor Wheatstone, F.R.S.
GEOMETRICAL DRAWING, &c.—J. Bradley, Esq.
MANUFACTURING, ART, and MACHINERY—Mr. E. Cowper.
MINERALOGY—Mr. J. Tennant, F.G.S.
Particulars may be obtained upon application at the secretary's office.
August 27. J. LONSDALE, B.D., Principal.

ROYAL GEOLOGICAL SOCIETY OF CORNWALL.—The TWENTY-SIXTH ANNUAL MEETING of this society will be held at Penzance, on Friday, the 4th day of October next, at noon. The officers and council will assemble in the Museum at half-past ten o'clock. It is requested that all communications intended for the meeting may be forwarded to the secretary at the earliest convenience of the authors.
By order,
Penzance, August 27. W. J. HENWOOD, Secretary, &c.
*** There will be an ordinary at Pearce's Hotel at three o'clock as usual.

ROYAL CORNWALL POLYTECHNIC SOCIETY.—The SEVENTH ANNUAL EXHIBITION of this society, will take place at the Polytechnic Hall, on Tuesday, the 8th of October, and two following days.
The members of the society and holders of transferable tickets will be admitted at eleven o'clock, and non-subscribers at twelve o'clock on the first day, on presenting their tickets of admission at the door.
The Exhibition will be opened at ten o'clock on the following days, and close at four.
All Essays intended to compete for the premiums offered through the medium of the society, must be sent in on Thursday, the 12th of September, and all plans and models, on or before Tuesday, the 1st of October.
Articles intended to compete for the society's prizes, may be delivered at the Hall, on Friday, the 4th, and Saturday, the 5th of October, after which time they cannot be received for competition.
Those friends of the society who intend lending articles for exhibition only, will be kind enough to send them in not later than noon, on Monday, the 7th of Oct.
Falmouth, September 15. T. B. JORDAN, Secretary.

STEAM-ENGINE.—WANTED, a CONDENSING-ENGINE from twenty to thirty-horse power, with or without a boiler—must be in good condition. Full particulars (by letter only), with maker's name, and the lowest price, to be forwarded before the 14th instant to Mr. Gibbs, civil engineer, Kennington-oval, London.

TYNE DOCKS.—CONTRACT FOR WORKS.—The directors of the Tyne Dock Company will be ready to receive TENDERS FOR THE ERECTION OF THE WHOLE OF THE WORKS of the Locks, Quay Walls, and Entrance Basin, including all the Excavations and necessary Coffer-Dams connected therewith.
Plans and specifications of the works will be ready for inspection at the offices of the engineer, on and after Tuesday, the 1st day of October next, and the directors will meet, to receive tenders for the execution of the same, on Tuesday, the 22d day of October, at Twelve o'clock, at the offices of the company, No. 15, Long-row, South Shields.
The tenders must be delivered, sealed, at the company's office, South Shields, on or before Twelve o'clock, on Monday, the 21st of October next; and parties tendering must attend in person, or by some one duly authorised on their behalf, at the time of meeting.
The parties whose tender is accepted, will be required to enter into a bond, with two sureties, for the due performance of the contract, in a penalty not less than 10 per cent. on the gross sum contracted for; and the names of the proposed sureties are to be mentioned in the tenders; and satisfactory reference will be required as to the experience of the parties tendering, in the execution of such works.
The directors will not bind themselves to accept the lowest offer.
By order of the directors,
THOMAS E. HARRISON,
15, Long-row, South Shields, August 20. Engineer to the Company.

REETH CONSOLIDATED MINING COMPANY.—The directors hereby give notice, that the deposit of £2 per share not having been paid upon the shares included in the scrips bearing the undermentioned numbers, and the parties holding the same not being *bona fide* shareholders in the said company, the said shares have been cancelled in the books of the company, and will not in future be recognised by the directors. No calls will be received upon them, nor any dividends paid in respect thereof, and the holders of such shares are hereby cautioned against issuing or disposing of them; and unless the same are forthwith delivered to the directors, actions at law will be commenced for the recovery thereof.
Numbers from 4501 to 4600, both inclusive, being 100 scrips or 400 shares.
Numbers from 876 to 900, both inclusive, being 25 scrips or 100 shares.
Numbers from 928 to 952, both inclusive, being 25 scrips or 100 shares.
Number 1930, being 1 scrip or 4 shares.
By order of the directors,
26, Albion-street, Leeds, September 4. JOHN BLACKBURN, Secretary.

TALACRE COAL.—Having been requested by Mr. Golding to examine a portion of Coal, the following are the results:—

Combustible matter, consisting of carbon and hydrogen, with small quantities of oxygen and azote	94·0
Incombustible matter, or ash	1·3
Moisture	4·7
	100·0

The following table, drawn up from data contained in some analysis of coal made by Mr. Richardson, will represent the per centage proportions of combustible matter, consisting of carbon and hydrogen, including oxygen and azote, also the per centage of incombustible matter, or ash, in different species of coal, from different localities.

Species of Coal.	Locality.	Combustible matter, including Oxygen and Azote.	Ash.
Splint	Wylam	80·087	19·913
Ditto	Glasgow	98·872	1·128
Cannel	Lancashire	97·452	2·548
Ditto	Edinburgh	85·444	14·556
Cherry	Newcastle	98·324	1·676
Ditto	Glasgow	98·579	1·421
Caking	Newcastle	98·607	1·393
Ditto	Durham	97·481	2·519
Coal under examination	TALACRE	98·37	1·63

In the preceding table, the per centage of the ingredients is deduced from the Coal quite free from moisture. I have, for the sake of comparison, subjoined to the table, the per centage of ingredients contained in the Coal examined by me, free from moisture. S. H. BRETT, Co. D.F.L.S., &c.
Laboratory, Apothecaries'-hall, Liverpool, Aug. 8.

BRISTOL AND EXETER RAILWAY COMPANY.—SIXTH HALF-YEARLY MEETING.—At the Half-Yearly General Meeting of this company, held at the Merchants' Hall, in the city of Bristol, on Tuesday, the 27th of August, 1839,
FREDERICK RICKETTS, Esq., in the chair,
It was moved by Edward Divett, Esq., M.P.; seconded by the Very Reverend Archdeacon Froude, and resolved unanimously;
1st. That the report of the directors now read be received and adopted; and that they be requested to print the same.
Moved by William Mortimer, Esq.; seconded by Arthur Holdsworth, Esq., and resolved unanimously;
2d. That the best thanks of the proprietors be given to the directors for their able, efficient, and zealous management of the affairs of this company.
Moved by Samuel Brown, Esq.; seconded by C. E. Bernard, Esq., and resolved unanimously;
3d. That this meeting requests the directors to avail themselves of their powers under the Act of Incorporation, for enforcing payment of the outstanding arrears upon calls.
Moved by William Beadon, Esq.; seconded by Thomas Kington, Esq., and resolved unanimously;
4th. That the thanks of this meeting be respectfully presented to the society of Merchant Venturers for their kindness in granting the use of their Hall.
FREDERICK RICKETTS, Chairman.
The chairman having quitted the chair, it was taken by Jas. Gibbs, Esq., when—William Johnson, Esq., moved, and C. E. Bernard, Esq., seconded the motion, and it was carried by acclamation;
5th. That the cordial thanks of this meeting be given to Frederick Ricketts, Esq., for his able and judicious conduct in the chair.
JAMES GIBBS, Deputy-Chairman.

SHEFFIELD AND MANCHESTER RAILWAY.—At the General Meeting, held on the 24th inst., at Sheffield, the report of the directors and engineer was read.
It was then moved by Edward Smith, Esq., and seconded by T. Badger, Esq., and carried unanimously;
That the report of the directors, and that of the engineer, be received and circulated amongst the shareholders.
Moved by T. A. Ward, Esq., and seconded by Mr. Henry Boulthee, and carried unanimously;
That the accounts now produced, be passed and printed with the report.
Moved by D. Waddington, Esq., and seconded by Mr. W. Bradley, and carried unanimously;
That the thanks of this meeting be given to Mr. Vignoles, for his valuable services rendered to the company.
Moved by John Chapman, Esq., and seconded by Samuel Hadfield, Esq., and carried unanimously;
That the thanks of the meeting be given to the directors for their continued attention to this undertaking.
The chairman having left the chair, it was taken by Samuel Hadfield, Esq.
Moved by T. Badger, Esq., and seconded by Hugh Parker, Esq.;
That the cordial thanks of this meeting be given to Mr. William Shirbottom, for his able conduct in the chair, and candid explanations to the meeting.

WESTERN DISTRICT BANKING COMPANY, FOR DEVON AND CORNWALL.—Report of the directors of the Western District Banking Company, to the proprietors, at their Third Annual Meeting, held at the Head Office, at Devonport, on Thursday, the 15th day of August, 1839.
EDMUND TURNER, Esq., M.P., in the chair.
The directors of the Western District Banking Company have much pleasure in again meeting the proprietors, and in submitting to them the result of their management for the past year.
Though the directors have the satisfaction of announcing that the business of the bank has progressively increased, and been marked by a steady and uniform course of legitimate banking operations, they would ill discharge their duty, did they attempt to disguise from themselves or the proprietors, the depression which that important branch of our national wealth, the agricultural interest, has been labouring under during the last twelve months, arising in a great degree from a deficient harvest, and followed, as it ever must be, by a corresponding injury to all other interests. Added to this, the increased value of money, from the Bank of England raising its rate of discount to 6 per cent. per annum, has rendered the past year one of no ordinary character and watchfulness on the part of the directors; still it affords them the highest gratification to be able to state, that, during this unexampled pressure on the monied community, they have not found it necessary to withold their accustomed support where they have deemed it prudent to afford it; relying on the opinion they entertain, that the scarcity of money is only temporary, thus they believe that, by a liberal line of proceeding, they support the best interest of the company, and its general usefulness.
The directors recommend to the shareholders, that a dividend of 6 per cent. be declared on their capital stock; and it affords them much satisfaction to be enabled to state, that the proprietary of the Western District Bank continues to increase, and that the shareholders are, in wealth and character, inferior to no other banking establishment of the like magnitude in the kingdom. They also think it right to add, that the sum of £1481 19s., after payment of the said dividend, will be added to the reserved fund.
The directors desire to observe, that the call in January last, of £2 10s. per share, was most readily responded to by the shareholders, making the paid-up capital of the bank £85,000. They would also add, that they have given notice to the few shareholders who have not paid up their calls, that the shares have become forfeited to the use of the company, agreeably with the 49th clause of the deed of settlement.
The directors feel it to be highly gratifying, that the increased capital of the concern, has been met by a corresponding profit, a circumstance invariably borne out by other Joint-Stock Banks.
The directors respectfully submit their report to the shareholders, with the fullest confidence that they have used every exertion to promote the best interest of the Western District Banking Company, not doubting that the next reports of the prosperity of the bank, will at least be as favourable as the present report, under the prospect of an improvement in the agricultural districts, by an abundant harvest.

At the General Meeting of proprietors, of the Western District Banking Company, for Devon and Cornwall, held at the Head Office, Devonport, on Thursday, the 15th of August, 1839,
EDMUND TURNER, Esq., M.P., in the chair,
It was unanimously resolved as follows—
Moved by George Woodall, Esq., and seconded by Mr. Thomas Campbell,
That the report of the directors now read be approved and adopted, and printed for distribution amongst the shareholders.
Moved by Major Hore, R.M., and seconded by Mr. Gabriel Beer,
That the report be published in the *Alfred* newspaper, and all papers published in Plymouth, Devonport, and Cornwall.
Moved by John Hicks Nankivell, Esq., and seconded by Mr. James Plimsoul,
That the best thanks of the proprietors be given to the directors, for the attention evinced by them for the interest of the bank during the past year.
Moved by Richard Blackmore, Esq., and seconded by Augustus Baseley, Esq.,
That the following proprietors be directors for the ensuing year, viz.:—Edmund Turner, Esq., M.P., John Smith, Esq., Chas. Woolley, Esq., Edward Clifton Carne, Esq., Jonathan Clouter, Esq., and Sir John Simpson, Kt.
Moved by Major Hore, R.M., and seconded by Mr. James Plimsoul,
That Capt. Wilson, R.N., Rev. J. K. Fletcher, D.D., and John Hicks Nankivell, Esq., be appointed auditors.
Moved by Edward Clifton Carne, Esq., and seconded by Jonathan Clouter, Esq.,
That the proprietors of the Western District Banking Company residing in Devon and Cornwall, feel great obligation to those shareholders residing in the North of England, who deputed George Woodall, Esq., of York, to represent their interest at this meeting; and that Mr. Woodall be requested to accept the thanks of the company for his able and gentlemanlike conduct as such representative.
Moved by the Rev. Edward Mc All, and seconded by John Hicks Nankivell, Esq.,
That the thanks of this meeting be presented to George Hawtayne, Esq., the general manager at the head office, and to the managers of the several branches, for the satisfactory manner in which they have conducted the business of the establishment.
EDMUND TURNER, Chairman.
The chairman having left the chair, it was taken by Jonathan Clouter, Esq., and, on the motion of Richard Blackmore, Esq., seconded by Augustus Baseley, Esq.,
It was also unanimously resolved,—That the thanks of this meeting be given to Edmund Turner, Esq., M.P., for his conduct in the chair, and for his general exertions at all times in forwarding the interest of the bank.
JONATHAN CLOUTER.
N.B. All shareholders who have paid-up their several calls, may be paid their dividend due 30th of June last, on application (if by letter post-paid) at the Head Office, Devonport, on any of the days of business, subsequent to the 16th of September next.

RAILWAY MAGAZINE, and COMMERCIAL JOURNAL.—This Work, which has attained the greatest celebrity for the value of its articles, and its uniform success in all causes it has advocated, will now be published weekly, price Sixpence, and go post free. The first Number will appear on the 17th August, consisting of twenty-four closely and handsomely printed pages. It is intended to contain full and accurate reports of all railway and joint-stock meetings; accounts of new companies, banks, mines, assurances, canals, docks; times and fares of all railway trains throughout the kingdom, prices of stocks, shares, gold, silver, cotton, corn, wool; general, mechanical, and scientific intelligence, &c. &c. Orders received by all news-agents, and at the office, No. 3, Red Lion-court, Fleet-street, London. Agents for the paper, and for receiving advertisements, in Liverpool, Arnold and Son, Post-office-place; Manchester, Love, Market-street; and Birmingham, Mansell and Co., 31, Union-street.

LAW INTELLIGENCE.

IMPERIAL BANK OF ENGLAND.—AUTHORITY TO ENDORSE.

SOUTH LANCASHIRE ASSIZES—AUGUST 21.

BUCKLEY v. MARSTON.—The plaintiff in this action was Charles James Buckley, as the registered officer of the Saddleworth Banking Company, and the defendant, William Marston, the registered officer of the Imperial Bank of England. The declaration was in assumpsit, and stated that the action was brought to recover the value of two bills of exchange. The first count set out a bill of exchange, dated Stockport, March 2d, 1839, at three months, for 400*l.*, drawn by S. H. Sale and Co., accepted by P. Higson, Son, and Co. (Tyldesley), payable at Messrs. Grote and Co., London, and endorsed "Samuel Hodson Sale and Co.;" "per pro. Imperial Bank of England, per pro. Richard Law, Richard Whittenbury;" Beesley and Co.;" "Butterworth and Co.," who endorsed it to the plaintiffs. This count also alleged that the bill, when it became due, was presented, and not paid. The second count set out a bill of exchange, dated March 5, 1839, drawn by John Threlfall and Co., at three months, for 251*l.* 14*s.* 3*d.*, value received in cotton wool, accepted by Chadwick and Brown (spinners, Church-lane Mill, Oldham), and endorsed "J. Threlfall and Co.;" "per pro. Imperial Bank, Richard Law, Richard Whittenbury;" then "Beesley and Co.;" "Butterworth and Co.;" and then "per pro. Saddleworth Banking Company, C. J. Buckley, manager." The count alleged, that when presented, this bill was not paid. There were other two counts in the declaration for interest and on account stated. The defendants pleaded, as to the first two counts, that they did not endorse the bills, and as to the other two counts the general issue.

Mr. CRESWELL, in opening the plaintiff's case, said, that notwithstanding the plea by the defendants that they did not endorse, he held in his hand an admission of the endorsement; therefore he could not understand why the action was for trial, unless it was intended to say that it was not a sufficient endorsement. It was endorsed "per procuration of the Imperial Bank, for Richard Law, manager, Richard Whittenbury." The usual course in these banks was for the manager to endorse, and if he was absent, of course the cashier signed for him. The defendants had offered the plaintiffs a cognovit, payable in November, for the amount; but they did not choose to wait so long, and take their chance in a general scramble; and he thought for the defendants, after offering the cognovit, to come and dispute the action was very strange. The admission of the bills under a Judge's order was then put in and read.

R. Whittenbury, clerk and cashier in the Imperial Bank, stated that he had endorsed the bills, and that he had authority to do so from the manager, Mr. Richard Law. He had been cashier since December, 1836, and had endorsed very many bills since that period.

The JUDGE.—Have such bills been paid by the bank?

Witness.—Yes, my Lord.

In cross-examination the witness said he had received no authority from any of the directors to endorse, or from any one but the manager.—A letter, dated Manchester, 7th August, 1839, and signed "for Tindall and Varey, John Wilson," was put in and read. It was addressed to Messrs. Higginbottom and Co., Ashton (the plaintiff's attorneys), and stated that, on behalf of the Imperial Bank, the writer had to submit a proposal as to the best course for the plaintiffs, viz., for them to take a cognovit for the debt and costs, payable on the 1st November, which was as soon as the plaintiff could get execution if he went to trial; or they would apply for a Judge's order, if the plaintiff would not oppose the application. By this course much expense would be saved, and the plaintiff would not be placed in a worse position; and, therefore, the writer trusted his correspondents would think with him, that it was the best course for the plaintiffs to adopt. This was the plaintiff's case.

Mr. WIGHTMAN, for the defendants, did not know whether his Lordship would think, after the evidence and that letter, that he was in a position to take the objection, that a party, merely a delegate himself, could not delegate his authority to another.

Mr. Baron MAULE said, there was no such rule of law, as that a man could not by possibility delegate authority delegated to him.

Mr. WIGHTMAN said, of course, after the expression of his Lordship's opinion, and after what had passed in the case, he would not persist.

The learned BARON said, that if the jury thought that Mr. Whittenbury had been authorised by the bank to endorse for them, they would find for the plaintiff. He had been authorised by Mr. Law, who had the general management, and, therefore, they would probably think that he (Whittenbury) was authorised to endorse by the bank.

The jury immediately found for the plaintiff, 659*l.*, being the amount of the two bills, with interest.

Mr. WIGHTMAN hoped his Lordship would not allow speedy execution, on the ground that a further call was to be made on the shareholders of the Imperial Bank, and in the case of joint-stock banks execution could not be taken against the nominal defendant; therefore, there was a necessity for entering certain suggestions to make the persons liable, and those suggestions had been lately decided by Mr. Baron Parke not to be allowable in vacation, but that there must be a motion in Court; and in a case before Mr. Justice Patteson, at Chester, he had refused to allow speedy execution.

Mr. Baron MAULE said, this seemed to be rather a reason why, though he should order speedy execution, it could not be got before November.

Mr. WIGHTMAN said, he was prepared to show by affidavit, that calls would be made which would be effectual by the period of execution in due course, and that there might be a great deal of difficulty and some embarrassment to individuals, which it was desirable to avoid, if there were speedy execution.

Mr. BLANCHARD, on the same side, stated the substance of the affidavit, and said that execution could not be taken against the nominal defendant; and if against any third person, *non constat*, it might not be against a person who had paid up all his calls; so that his Lordship might, by giving an order for immediate execution, be doing injustice to an individual, independently of the legal objection.

Mr. Baron MAULE said, that as to the legal objection, that answered itself; because giving immediate execution could do no harm. He should order immediate execution in this case.

Mr. WIGHTMAN.—By immediate, I suppose your Lordship means a fortnight?

The JUDGE.—No: I give a fortnight or a week where it does not appear that there is any insolvency. Here there is a probability of insolvency.

LIST OF NEW PATENTS FOR AUGUST.

Samuel Sydney Smith, Suffolk-place, Hackney-road, for certain improvements in machinery for raising water.

William Miller, Clitheroe, Lancaster, engineer, for certain improvements in grates used in steam-engines or other furnaces or fire-places.

Matthew Uzielli, King William-street, London, merchant, for improvements in the modes of impregnating wood or timber with chemical materials, being a communication.

George Augustus Kollman, organist, of her Majesty's German chapel, St. James's, for improvements in railways, and in locomotive and other carriages.

Stephen Joyce, Croydon, in the county of Surrey, artist, for certain improvements in stoves for warming the air in buildings, which improvements are also applicable for cooking, or for communicating heat for other useful purposes.

William Coles, Charing-cross, Esq., for improvements in reducing friction of machinery used in propelling vessels, lathes, and other machines.

John Augustus Tulk, Seaton Iron Works, Cumberland, for improvements in the manufacture of iron.

Henry Pinkus, Old Slaughters' Coffee house, St. Martin's-lane, gentleman, for improvements in the methods of applying motive power to the impelling of machinery, which improvements are applicable to several useful purposes.

James Borgardus, Trinity-square, Tower-hill, gentleman, for an improved means of applying labels, stamps, or marks to letters and such other documents.

John Moore, Broad Weir, Bristol, gentleman, for an improvement or improvements in the steam-engine or steam-engine apparatus.

Joseph Whitworth, Manchester, engineer, for certain improvements in machinery, tools, or apparatus for planing, boring, and cutting metals or other substances.

Thomas Burr, Shrewsbury, lead merchant, for improvements in rolling lead and other soft metals.

Miles Berry, of the Office for Patents, 66, Chancery-lane, patent agent, for a new or improved method of obtaining the spontaneous reproduction of all the images received in the focus of the camera obscura, being a communication.

John Moore, Rochdale, Lancaster, machine maker, for certain improvements in machinery or apparatus for boring and turning metals and other substances.

William Bridges Adams, Porchester-terrace, Bayswater, gentleman, and John Buchanan, Glasgow, for certain improvements in the construction of wheel carriages, parts of which improvements are also applicable to machinery for propelling, and also for the purpose of securing ships and other vessels, and for communicating motion between different portions of machinery.

PROGRESS OF JOINT-STOCK BANKING.—There are now twenty-one joint-stock banks in the county of York, and fifteen old private establishments have within a short period become incorporated with them.

PROCEEDINGS OF PUBLIC COMPANIES.

GREAT WHEAL PROSPER MINING COMPANY.

The first annual meeting of this company, under the new management, was held, pursuant to the regulations adopted in the month of September, 1838, on Wednesday, the 4th instant, in Manchester, when a report was presented by the directors, with the accounts of the company. The meeting was attended by *bonâ fide* proprietors, who manifested an interest in the proceedings, and confidence in the direction, strongly contrasting with the scenes which it has been our duty to report of the meetings of the scripholders under the former (mis)management. The report, which we subjoin, and which was deemed by the meeting highly satisfactory, was received and approved, and the accounts referred to two of the shareholders, who were elected as auditors, to inspect and examine the same.

The following is copy of the report presented.

REPORT.

The directors, in submitting to the shareholders their first report and balance-sheet, do so with the assurance that no endeavour has been wanting on their parts to make their statements satisfactory, and

1st. As to arrears.—All the old debts have been defrayed, and those (not injunction debts) with considerable allowances, and they have now an undeniable credit in Cornwall. But it will be seen that these debts, and the expenses occasioned by them, amount to a sum that would have paid the whole cost of working the mine for the past year.

2d. As to journies.—These form an amount very inconsistent with those principles of rigid economy to which your directors have endeavoured to adhere, but there was no alternative; such were the difficulties into which the mine had been plunged previous to their being chosen directors—such the wicked and vexatious opposition which had to be contended with—such the personal attention which the state of the mine required. The first journey was required to set the mine a-going, and Mr. Almond, an upright, energetic, and very influential gentleman, was induced, as a sacrifice of friendship to one of the directors, to undertake it in company with him. The second journey was rendered absolutely necessary by the pending injunction, and well has the attention bestowed been repaid, for the injunction was dissolved before the director left Cornwall, and the shareholders were admitted as defendants in the original suit. The other injunction debts had to be paid in this journey. The third journey was equally important and indispensable, in order to follow up the continuation of the same action, so as to get it completely quashed. A copy of the Vice-Warden's judgment is now in the room, and can be read if desired, by which it will appear that judgment, in a case in which Edmund Turner, of Truro, claims a sum of no less than 2300*l.* (which, with expenses, would have exceeded 3000*l.*), was given in favour of the shareholders. The remaining simple contract debts had to be paid at this journey. The fourth and last journey was one of the most profitable of the whole, inasmuch as thereby the jack that had been partially found, and recently come into demand, was more successfully explored, and bids fair to be made subservient to the interests of the shareholders to a great extent. Other important matters were likewise disposed of during this journey. And, in addition, by these journies, considerable deductions were obtained from arrear debts and cost-sheets, that would not have been effected by any agent on the mine; the whole of which deductions (equal to the cost of the journies), do not appear on the debtor side, as, in many instances, the reduced amounts of claim only are charged. The directors have been thus particular in stating the causes of the journies, as, at first sight, their amount appears to be large; and if only, on his own account, the managing director can congratulate the shareholders that, after having spent in the last year between two and three months in attendance at the mine, and in travelling above 6000 miles, during which he has been mercifully preserved from accident, such a wear and tear of body and mind, at the cost of much valuable time, are not likely to recur. The directors will only, therefore, further add, as to these and other optional expenses, that they felt themselves called upon by the very confidence reposed in them, as evinced in the prompt response to their calls, to spare no exertion nor expense consistent with a due regard to the probable results, in order to insure the utmost certain and substantial, whether more or less immediate, interests of the shareholders.

3d. As to advertisements.—The directors would advise, that in order to curtail this head of expenditure for the future, a resolution should be passed at this meeting, limiting the absolute necessity of advertisements, recognised by the regulations, of September 5, 1838, to one journal—say the *Mining Journal*; at the same time leaving the directors at liberty to advertise in more journals, should they deem it necessary.

4th. As to law charges.—With the exception of some unavoidable charges, though even these have been taxed in favour of the directors, they have completely triumphed.

5th. As to cost of working.—No items will be found in the balance-sheet for payment of directors, secretary, clerk, rents, &c., such offices having been performed—in addition to journeyings—at an inexplicable sacrifice of time, by the managing director. Economy, in the most liberal sense, has been the rule. The work effected at the mine has been to drive and sink above 179 fathoms in twelve months, which, considering the mine to be in its infancy, is more than could have been anticipated.

6th. As to disposal of scrip.—It must be mentioned, as will be seen by the scrip account, in opposition to the insinuations which have been thrown out, as to the shareholders at the last Manchester meeting not having the majority; that on the contrary, they can show the majority in two ways, viz., by the calls received per banker's book, and by the number of old scrip now in the possession of the directors.

7th. As to prospects.—It will be seen by the banker's book, such was the confidence of the directors in the goodness of the mine, and in the support of the other shareholders, that they were the first to pay the calls; and they would call the special attention of the shareholders to the encouraging fact, as incontestible proof of the improving condition of the mine, that, whereas the first produce of ore was the working of eight months, the second, amounting to about one-seventh more, at the same cost rate of working, was the produce of less than three months; and the third, of ore and jack, amounting to 150 per cent. more, at the same cost rate of working also, has been produced within six weeks from the date of the previous sale; so that, if the produce should continue to increase in the same ratio, not only will no further call be necessary, but a dividend may be anticipated in the coming year. At the same time the directors submit, in order to supersede any contingent necessity for a call, that they should be empowered, if in want of funds, to raise such a sum as this meeting, after hearing the balance-sheet read, and any further explanations as may be required, shall deem it prudent to grant.

The report having been read, it was resolved that the same be adopted, and be transmitted to the *Mining Journal* for insertion therein, and that the accounts be referred to two shareholders for purpose of auditing the same. It was also resolved that in future the advertisements of the company be restricted to the *Mining Journal*, except in such cases as may appear desirable to the directors to deviate therefrom. Several resolutions were passed, conveying the thanks of the proprietors to R. G. Carpenter, Esq., of Taunton, Mr. King, of Bath, Mr. Porter, of Yeovil, and Mr. Pidgeon, of Reading, for gratuitous services rendered by those gentlemen; as also to John Nuttall, Esq., the retiring director—Mr. John Whittaker being elected to fill the vacancy caused by the retirement of that gentleman. Mr. G. R. Carpenter was elected as a director, the board now consisting of that gentleman, with Mr. Pipe, Mr. Tyler, and Mr. Whittaker, the meeting deeming it unnecessary further to increase the number at present.

The thanks of the meeting were voted to Captain Sampson Trevethan, for his able, upright, indefatigable, and hitherto successful exertions, in the superintendence of the mine.

It was also resolved unanimously, that the hearty and grateful thanks of the meeting be tendered to William Pipe, Esq., for his laborious and persevering exertions to promote the interest of the mine.

Thanks having been given to the directors generally, and to the chairman for his conduct in the chair, the meeting separated, with the same feelings of unanimity and confidence which characterized the proceedings of the day.

We highly applaud the principle on which the directors are acting, in the observance of rigid economy, but we recommend them not to fall into an extreme. We are by no means advocates for unpaid services, and experience has fully proved that, in most instances, such course is impolitic. Where thousands are at stake, and being annually expended, subject to the control of a board of management, there should be a remuneration for services rendered, which, at the same time, throws a degree of responsibility on the directors in the strict observance and performance of their duties.

GREAT LEINSTER AND MUNSTER RAILWAY COMPANY.

The third half-yearly general meeting of this company was advertised to take place on Saturday, the 31st ult., in conformity with the Act of Incorporation, at the company's office, 62, Moorgate, but shortly before two o'clock a sufficient number of shareholders not having arrived to form a meeting, FRANCIS WILSON, Esq., the chairman, stated that as it did not appear likely they would be enabled to form a meeting, it might be as well that the proprietors present should hear the report read.

The SECRETARY then read the following report and letters:—

REPORT.

The directors submit to the proprietors the accounts for the half-year, ending the 1st of July last, together with a general statement of the entire receipts and expenditure of the company to that date—from these accounts it will be perceived that the entire amount received has been 24,926*l.* 13*s.* 10*d.*, and the total expenditure 18,855*l.* 11*s.* 8*d.*, leaving a balance of 6071*l.* 2*s.* 7*d.* in favour of the company on the 1st of July last.

Pursuant to the intimation given at the last special general meeting, all shares upon which the call due on the 1st of March, 1838, with interest thereon, had not been paid, have been declared forfeited, and notice will be given to the "owners or proprietors" of all such shares of the declaration of forfeiture made on the 16th inst., two months from which date a special general meeting of the company will be convened for the purpose of confirming the forfeiture of said shares.

Since the meeting held on the 31st of July last, nothing requiring observation has occurred, with the exception of the memorial commenced on, in reply to the memorial presented to the Chancellor of the Exchequer, in August, 1838, and the memorandum submitted to him on the 9th of July last, to which the attention of Government was again called on the 16th inst., by the following letter:—

"*Great Leinster and Munster Railway Office, Aug. 16.*

"SIR,—At a meeting of the court of directors, held this day, I was desired to apply to the Right Honourable the Chancellor of the Exchequer, requesting to be informed whether the Government had, as yet, come to any decision on the memorial and memoranda presented on the 9th of July last, on behalf of the company, and to state that the company are convened to meet on the 31st inst., being the latest day, in compliance with the Act of Incorporation, on which the meeting could be held, it having been postponed to that period, in expectation that the government, in the meantime, would have decided on the propositions submitted to them, that the result might then be communicated to the proprietors, without incurring the delay of convening a special general meeting for the purpose.

"I have the honour to be, &c.,

"R. Bourke, Esq., "P. J. HARTE."

"Downing-street, 23d August.

"SIR,—I am desired by the Chancellor of the Exchequer to acquaint you, for the information of the directors of the Great Leinster and Munster Railway Company, that having submitted to his colleagues the memorandum signed by Mr. Bramish, and left by him here during the past month, it is the opinion of her Majesty's government that no decision can be communicated upon the application of the directors, until it shall have been determined what course is to be proposed to Parliament upon the subject of railways in Ireland during the next session.

"I have the honour to be, &c.,

"P. J. Harte, Esq. "R. BOURKE."

From the declaration made by the Secretary for Ireland in Parliament, the directors were induced to hope that the impediments which hitherto retarded the operations of the company would have been removed, and that government would have afforded every facility to promote and encourage the construction of railways in Ireland by private enterprise, which had been paralyzed by "The Report of the Railway Commissioners," and subsequent adoption of that report by government; but it must be evident to the proprietors, as it is a matter of regret to the directors, that the present communication leaves the company in the same unsatisfactory position in which they have been for so long a period placed, consequent upon the uncertainty whether any and what measures would be adopted by government on the subject.

As the company must be called together in two months, the directors hope, that prior to that meeting, government will have decided on the measures they will adopt with reference to this important subject, but awaiting that decision, it appears to the directors, from the recent communication, that it is impossible, in the interim, to arrive at any satisfactory or useful result, and that the interests of the company must be in abeyance until the definitive intentions of government are made known.

In answer to questions by Mr. Oswald, the CHAIRMAN stated that up to the 1st of July no portion of the first call had been expended, nor had the whole of the original deposit.—That up to the present time (1st August) 175*l.* 6*s.* 5*d.* of the first call had been expended.—That the accounts outstanding were trifling—there was a bill they expected from their engineer (Mr. M'Neill), but it was of no considerable amount; and that the present annual amount of expenditure was about 1000*l.*

Mr. OSWALD—According to the report of the last two half-years it appeared to amount to 2500*l.* a-year?—The CHAIRMAN said that included other expenses besides the amounts incurred during the current year.

The SECRETARY said the amount of the expenditure during the last half-year amounted to 755*l.*, which embraced a considerable expenditure incurred in Ireland, and which would not occur again.

The CHAIRMAN said that although this could, in fact, be considered no meeting, and as nothing official had taken place, they might, of course, do as they pleased, but he would suggest the propriety of having the report printed and circulated amongst the shareholders.

Mr. SMITH wished to draw the attention of the meeting to one or two points. It appeared to him, from the correspondence which had taken place between the government and the directors, that they were much in the same situation they were last year. There was the same array of facts on the part of the directors, and the same putting-off system on the part of the government, which would gradually exhaust their means. As there was to be a meeting next week, he would suggest that the directors, before that time, should endeavour to discover some means to husband their resources, so as to enable them to take advantage of any contingency that might happen. He did not doubt but that the attempt of the government would be renewed next session. Lord Morpeth, after withdrawing his plan, had said that if private enterprise did not go on, he should turn his attention again to the subject. Now, as it was impossible for private enterprise to form a railway in six months, he had no doubt the government would repeat their attempt of last session, which he was also convinced would fail, as that had done. It was gratifying to see that the Belfast and Armagh Railway, though it had been refused any government aid, had been already opened between two considerable towns. And the Dublin and Drogheda Railway Company, though also refused government assistance, had been enabled to commence; so that next session the government could be referred to several railways actually commenced by private enterprise. Could not the expenses of the company be, in the meanwhile, reduced—the offices, for instance, could they not be given up?

The CHAIRMAN said, he really could not at present enter into this question. The offices were taken for two or three years. He did not think the government would give them any aid. The proper period, however, for considering the question of continuance, or closing of the company (a question which did appear, in effect, to be suggested by the hon. proprietor) would be when, in two months hence, it was decided whether the forfeiture of shares should take place. Salaries could not stop all at once.

Mr. OSWALD asked if any call had been paid since 22d July?

CHAIRMAN—No.

Mr. OSWALD said he thought it would be well not to abolish the company, but to reduce the expense to a cipher, keeping up the company still. By this means they would be able to continue as long as Lord Morpeth was a Minister; otherwise he would soon drive them from the field. The government wished to discourage all private enterprise, and make Ireland the field for their own jobbing to promote the interests of their political supporters.

Mr. BRYSON suggested, as one of those unfortunate persons who were to have their *quietus* in two months, that they should only be called upon to pay 1000*l.* for the current expenses of the next twelve months. He thought it neither just or politic to forfeit their shares.

The CHAIRMAN did not conceive that any benefit would accrue to the hon. gentleman, even if his suggestion were carried into effect. Besides it would be very unjust to those who had paid the call.

Mr. SMITH thought the best way would be for these parties to contribute the money, and bring it with them on the day on which the directors would have to call on the proprietors to affirm the resolution of the board that their shares were forfeited. They could then say—"Here is 1000*l.* don't pass that resolution." That would, probably, have some weight with the directors and the proprietary.

The CHAIRMAN thought that was a very good suggestion, but he wished it to be understood that he did not offer any opposition to the proposal that had been made by Mr. Bryson. As there appeared to be no chance of having a meeting, he thought it was useless to wait longer. The chairman then quitted the chair, and the proprietors present left the house.

BIRMINGHAM AND DERBY JUNCTION RAILWAY COMPANY.

The half-yearly general meeting of the proprietors of this railway was held at Dee's Royal Hotel, Birmingham, on Thursday, the 29th ult., to elect three directors in the place of those who retired by ballot, to receive the half-yearly report, and to transact the general business of the company. HENRY SMITH, Esq., in the chair.

The CHAIRMAN after briefly addressing the meeting upon the present state of the undertaking, read the following

REPORT.

The directors have the satisfaction of reporting to the proprietors that the expectation which was held out in the last report with regard to the opening of the line from Derby to Hampton-in-Arden, has been fulfilled, it having been opened for public use on the 17th of the present month. The length of this portion of the line is thirty-eight miles and a half, and for the whole of this distance, except about one mile (near Derby), the double line of rails has been laid down. It will appear by the subjoined report of the resident engineer, that within two months from this period the double line will be completed throughout, and, by the same document, it will also appear, that all the contracts for works are on the point of completion.

The directors cannot dismiss this part of the subject without stating their entire satisfaction with the manner in which the works have been executed, and the unusual rapidity with which they have been urged forward.

The supply of engines consists at present of eight, and four additional ones are in the course of delivery. It is the intention of the directors immediately to make additions to the carrying establishment for the conveyance of goods; they have already received proposals from several respectable carriers, and by the end of the following month their provisions for this purpose will be completed.

It has appeared that the number of trains which the directors have at present been able to put on is not sufficient to meet all the requisitions of the existing traffic, and the directors therefore propose an additional daily train each way in the course of the ensuing week.

It will be gratifying to the proprietors to learn, that 7,238 passengers have travelled on the line without the occurrence of the slightest accident.

The route from Derby to Birmingham, at present, is by way of Hampton-in-Arden, and the directors have entered into arrangements with the London and Birmingham Company, for the passing of the traffic of this company along that line, both to Birmingham and London, by which arrangements passengers are booked throughout between London and Derby. The passengers between Birmingham and Hampton are conveyed in the carriages and by the engines of the company along the London and Birmingham line.

The proposal of a line up the Tame Valley, direct to Birmingham, having been approved at the last general meeting, the requisite notices have been given, and the plans have been duly deposited. Application for an Act to authorise that line will be made in the ensuing session of Parliament, of the success of which the directors have no reason to doubt, and the works are of so light a nature, that they may, in that case, be completed by the end of next year.

By reference to the statement of accounts, it will be seen that, at the opening of the line, 7*l.* per share had been called for. Since that time an additional 10*l.* per share has been called, and the amount of money borrowed has been increased to the full 200,000*l.* authorised by the Act. No further call will be necessary before the next general meeting, in February, but the directors will take all necessary measures to enforce the payment of arrears. With this view they recommend that the forfeiture of thirty-three shares, already declared by them, be confirmed by the present meeting.

It appears to your directors that, on making the direct line to Birmingham, up the Tame Valley, it may be desirable considerably to increase the carrying establishment originally proposed, and to provide ample station accommodation at the intended terminus in Birmingham. They would therefore recommend that they should be empowered to raise an additional sum of money by the Act to be applied for next session.

Having thus completed so large a portion of the works in a manner which they trust will be satisfactory to the proprietors, the directors will devote their best exertions to the future management of the undertaking on principles of the strictest economy, being well aware that the success of the concern must essentially depend on careful attention to its details. Persuaded, as they are, that it is especially by the efficient management of the locomotive department that the ultimate profit will be determined, they have looked with great anxiety to that subject; and it is with peculiar satisfaction they are able to report that arrangements of a highly satisfactory nature have been made with Mr. Robert Stephenson and Mr. Birkinshaw, by which the conduct of this important part of the company's affairs, as well as the engineering of the line, will be placed under their superintendence.

The amount of traffic since the opening of the line will appear below; but the shortness of the period, and the fact that until the directors are able to increase the number of trains, the whole of the existing traffic is not sufficiently provided for, will prevent this amount from being considered as any criterion. It is evident, moreover, that the resources of the line cannot fully appear until the North Midland Railway has been opened, and the railway communication with Gloucester and the south is completed.

Receipts for passengers and parcels for the week ending August. 17	£353	9	3
Ditto ditto, August 24	775	1	3
	£1128	10	6
Less amount of toll on passengers carried between Birmingham and Hampton-in-Arden, payable to the London and Birmingham Railway Company	162	14	0
	£1165	16	6

ENGINEER'S REPORT.

Agreeably with your instructions, I have to submit to you the following brief remarks on the present state of the works:—The double line of the permanent way is laid and ballasted the whole distance, with the exception of about a mile near Derby, which I expect will be completed in the month of October. The recent unusually heavy rains, which delayed the opening of the line for several weeks caused a general subsidence in the newly formed embankments, and have required great exertions on the part of the contractors to maintain the permanent way in good order. No interruption to the traffic has, however, occurred from this source, and I anticipate, in consequence of the rapid consolidation of the embankments, some reduction in the repairs during the coming winter.

Excepting on the part of the line near Derby before-mentioned, little remains to be done by the contractors in completing the line, besides soiling the slopes and similar works, and the progress making will, I expect, enable me to bring nearly the whole of their accounts to a close in the course of a few weeks. The necessary arrangements for commencing the conveyance of goods between Birmingham and Derby will be made by the end of September.

The stations at Burton and Hampton will be completed in the course of the ensuing month; and, in the mean time, the nature of the traffic at the intermediate temporary stations will best point out the extent of accommodation to be there permanently provided. Eight locomotive engines have now been received, and four are in the course of delivery.

A considerable number of coaches have been placed upon the line, and, in a few weeks more, a stock of carriages will be ready, sufficient for the requirements of every kind of traffic at present contemplated. From a careful revisal of the state of the works, with a view to a final settlement of the contractors' accounts, I have every reason to believe that the total expense, under that head, will not exceed the amount of my last estimate. J. C. BIRKINSHAW.

The statement of accounts was then submitted, which, together with the directors' report, was unanimously approved of and adopted. Several bye-laws, orders, and regulations, were passed for the use of the company; also a resolution, declaring fourteen shares forfeited, for non-payment of the calls due thereon, on the 11th August, 1837, and nineteen others unpaid on the 16th Dec., 1837, and ordering the same to be disposed of. The retiring directors were re-elected. Thanks were voted to the directors, the resident engineer, and the chairman, when the meeting adjourned.

SHEFFIELD AND MANCHESTER RAILWAY.

The half-yearly meeting of this company was held in the large room of the Tontine Hotel, Sheffield, on Wednesday, the 28th ult., on which occasion a considerable body of the shareholders were present.

In the absence of Lord Wharncliffe, the deputy-chairman of the directors, WILLIAM SIDEBOTTOM, Esq., took the chair.

The CHAIRMAN, after briefly introducing the object of the meeting, requested Mr. Thompson (the secretary) to read the advertisement convening the meeting; he then alluded to the proceedings of the directors since the preceding half-yearly meeting, and said a report of them would be read to the meeting by their secretary, which he hoped would be satisfactory; and Mr. Vignoles, their engineer, would also read his report, of the progress made in the engineering department.

Mr. THOMPSON read the following

REPORT.

In submitting a report of their proceedings during the past half-year, the directors have great satisfaction in congratulating the shareholders upon the favourable terms on which they have obtained the land for the whole line of the railway, the principal part of which has been amicably purchased, and the whole obtained at a very moderate price.

In proceeding with the construction of the railway, the first object of the directors has been the tunnel through the summit ridge. To expedite this important work, cottages for the labourers, and roads for the conveyance of materials were indispensable, both of which are contracted for, and will shortly be completed. The shafts, Nos. 1, 2, 3, 4, 5, and 6, and the driftways connected with them, are let to suitable contractors, with sufficient sureties, at satisfactory prices, and are now rapidly proceeding. The driftway and length of road from the western face of the tunnel, down the valley of the Etherow, let last year to Messrs. Smith, Eckersley, and Woosnick, is now nearly completed.

The progress that has been made in these works, will be explained in detail by Mr. Vignoles, and it only remains for the directors to express their satisfaction with the execution of this part of the undertaking, and the increased confidence they derive during its progress (from the nature of the strata and other demonstrations) in the certainty of the successful completion of the tunnel. The Gamesley contract, extending from the eastern end of the viaduct, at Broadbottom to Dinting Vale, a length of one mile and twenty-seven chains, is let to Messrs. Miller and Blackie, of Liverpool.

The letting of the Hardwick and Haltersley contracts has been postponed. These, however, together with the other contracts, comprising the entire line from Manchester to the summit, and from the eastern face of the tunnel down the valley of the Don to Carlcroftes, on the way to Sheffield, the directors will proceed to let with the least possible delay.

The importance of securing a convenient and central station for goods and passengers at the Manchester end of the line, has always been strongly impressed upon the minds of the directors, and they, therefore, viewed with pleasure the extension of the Manchester and Birmingham line from Store-street to Dacie street, Piccadilly.

By a clause in the original Act of that company, the proprietors of the Sheffield and Manchester Company were empowered to travel from the junction of the two lines, at Chancery-lane, Ardwick, to the station at Store-street, paying the maximum Parliamentary tolls for one mile; and by a clause in their Act of Parliament of the present session, this right has been confirmed, with the valuable additional privilege of using the new approach to the line from Dorset-street. By an agreement entered into between the two companies, the directors have also secured the right of purchasing land for a spacious and independent station, offices, &c., adjoining, and running parallel with the station of the Manchester and Birmingham Railway, at Store-street, and are thus provided with the means of bringing the whole of their traffic into the heart of the town of Manchester, under very advantageous circumstances.

The directors have entered into arrangements with Mr. Vignoles to superintend and report upon the progress of the whole line, as engineer-in-chief; and in order to provide for the diligent and careful execution of the works in detail, it is arranged that one or more resident engineers shall be appointed, as may be found necessary, or the varied nature of the works may require.

To meet the necessary outlay of the company, the directors have, since their last meeting, made two calls upon the proprietors; one of 2*l.* 10*s.* per share, due the 1st of May last; and one of 1*l.* per share, due the 6th inst., making, with the original deposit of 5*l.*, and the former call of 2*l.* 10*s.*, a total of 10*l.* per share. The amount received from each will be laid before you by the secretary, together with an abstract of the accounts, to the 30th June, which exhibits a net balance of available funds, on that day, of 22,221*l.* 16*s.* 5*d.*

The directors regret that the pressure upon the money market, and the unfavourable state of the trade of the district, have prevented the calls from being paid as promptly as was desirable; but they earnestly hope that this impediment to the expeditious progress of the works will speedily be removed, and that the excellent example of those shareholders who have so spiritedly availed themselves of the power given by the Act, of paying up in advance on their shares, and receiving interest (an example which entitles them to the grateful acknowledgments of the company), will shortly be followed by so large a number of the proprietors, as will enable the directors to push on the work with such rapidity and success as will ensure to this undertaking the confidence of the public, and essentially promote the interests of the company.

Mr. VIGNOLES then read his report, which minutely detailed the satisfactory progress of the works on the line.

The CHAIRMAN said that he should be happy to give any explanation, or answer any questions which the meeting might desire.

A very long discussion took place, originating in a complaint by David Waddington, Esq., of Manchester, of want of energy on the part of the directors. In the first place, for making small calls of 2*l.* 10*s.* and 5*l.* per share, instead of 10*l.*, which the Act empowered them to do; and in the next, for not compelling, by legal proceedings, the payment of calls in arrear, and, generally, for not pushing the works faster forward.

The CHAIRMAN explained that the several matters alluded to by Mr. Waddington had not been overlooked, they had been matters of serious consideration with the directors; and after such consideration, they had concluded, that the best course during the continuance of the unprecedented pressure which existed in the money market, was to make such calls only as were likely to be paid, and not to force a sale of the shares, by making calls to the extent of their power. There were many persons who would pay a call of 2*l.* 10*s.* but would have sold their shares if a call of 10*l.* had been made. And, he believed, more money had been realised from the small calls made, than would have been obtained by larger ones. They had acted to the best of their judgment in the very difficult position they were placed in. They were anxious to be as lenient as they could, and they had hitherto avoided taking any legal proceedings against the shareholders who had made default in payment of their calls. That they considered it advisable to adopt such steps only as a dernier resort.

Several of the shareholders present expressed their concurrence in what had fallen from the chairman, and gave the directors credit for the policy they had pursued.

Mr. WADDINGTON then alluded to some disunion existing amongst the directors, and said that he had his information from one of them, but upon being asked to name the director he declined doing so.

To a question by EDWARD SMITH, Esq., several of the directors stated Mr. Waddington's was the first information they received of any such disunion; and the chairman assured the meeting that no division of opinion had arisen, which, in any way, could prejudicially affect the working out of the measure.

Mr. WADDINGTON asked a number of questions of Mr. Vignoles, relative to the tunnel and other works, all of which were answered to his satisfaction, and that of the meeting generally.

A question with reference to the registering of the transfer of shares, was then discussed at some length, but as it was under the consideration of the company's solicitors, the subject was left there.

The SECRETARY, at the request of the chairman, read a statement of the accounts of the company to the 30th of June, which showed the total receipts to be 59,808*l.* 14*s.* 5*d.*; and the expenditure 37,586*l.* 17*s.* 11½*d.*; leaving a balance of 22,221*l.* 16*s.* 5½*d.* in the hands of the company.

The reports of the directors and engineer, and the statement of the company's accounts, were unanimously adopted, and ordered to be printed and distributed amongst the shareholders.—A vote of thanks to Mr. Vignoles, the engineer, for his very able services, was proposed by Mr. WADDINGTON, and carried unanimously.—The thanks of the meeting were also unanimously voted to the directors, after which the chairman quitted the chair, and received the thanks of the meeting for his able services in it.

DUBLIN AND DROGHEDA RAILWAY COMPANY.

A meeting of the proprietors of this company was held on Friday, the 30th ult., in the Northumberland-buildings, Dublin, to receive the half-yearly report.

GEORGE ALEXANDER HAMILTON, Esq., in the chair.

The CHAIRMAN, in opening the business of the meeting, said, it is better for me at once to inform the meeting of what has recently taken place in England with respect to the affairs of this company, and I think when I make this statement you will think it advisable that this meeting should be adjourned for a fortnight than to proceed at present to consider the plan for the future management of the company which the English proprietors have suggested should be adopted. You are all aware that some time since the English proprietors, at the suggestion of myself and others, communicated with the Irish shareholders, and it was then agreed that they should send over an Englishman (one of themselves) to make themselves acquainted with the amount of traffic, and to be satisfied by unquestionable evidence of the traffic return, in the event of the undertaking being prosecuted; and it was proposed that after this inquiry they should make up their minds whether it would be carried on or abandoned, for if they were not in a position to carry on the work with vigour and effect, it would be better to abandon it altogether. They, accordingly, sent Mr. Eckersley with a corps of engineers, selected by themselves, and well qualified to perform the duties they had undertaken. The result of the inquiry is found in the report of Mr. Eckersley.

General estimate and summary of traffic on the Dublin and Drogheda Railway, as taken in July, 1839, by order of the Manchester directors, by experienced persons from England, employed by and under the superintendence of Peter Eckersley, Esq., one of the Manchester directors:—

Present annual passenger traffic to and from Dublin and Drogheda (distance 32 English miles), 146,744* persons, at the following reduced average charge of 5*s.* each, or 1½*d.* per mile	£27,411	12	0
Which is equal to a charge of 19*s.* 6*d.* from Manchester or Liverpool to London.			
Present annual intermediate passenger traffic at 1½*d.* per mile	12,671	2	4
	£24,082	14	4
Railways having hitherto more than trebled the previous traffic, as is shown by the statement below†	£104,048	5	0
Present annual traffic in merchandise to and from Dublin and Drogheda, at only one-half the rates now charged, and excluding all traffic within 12 miles of Dublin, 69,936 tons annually, at from 6*d.* to 3½*d.* per cwt., according to distance, is	29,928	6	6
Transmission of the northern mails	2,153	10	0
Parcels of various descriptions	3,093	9	0
	£159,322	19	6
No estimate for horned cattle, sheep, pigs, &c.			
The cost of construction of the railway, including carriages, &c., according to the recent estimate of John Macneill, Esq., one of the engineers employed by the Irish Railway Commissioners, will be	£320,000	0	0
This estimate is formed upon an alteration of gradients confirming to the recommendation of the Railway Commissioners.			
Add 25 per cent. to the estimate for contingencies	80,000	0	0
	£400,000	0	0
The income arising from traffic according to the foregoing statement	159,322	19	6
Deduct from the amount for cost of maintenance and general management, 50 per cent.	79,761	9	9
Net annual profit	£79,761	9	9

Showing a dividend of 17¼ per cent.

Manchester, August 9. PETER ECKERSLEY.

* This number exceeds by about 700 the number of passengers to and from Liverpool and Manchester, before the opening of the railway.

† Stockton and Darlington, increase	4	fold.
Manchester and Bolton "	3	"
Newcastle and Carlisle "	4	"
Dundee and Newtyle "	13	"
Liverpool and Manchester "	5½	"
Sheffield and Rotherham "	7	"
York and North Midland "	9	"

The CHAIRMAN said, it was quite obvious, that so far as traffic goes, it will be a remunerative speculation, but there is another very important thing to be taken into consideration, namely, the amount of expenditure necessary to complete the work. Mr. M'Neill has examined into this matter, and is ready to give you every information respecting the estimates. It will not be 400,000*l.*, and the return will be 17 per cent., provided the conducting of the undertaking is satisfactory. That point is now under the consideration of the Manchester gentlemen. The English proprietors are quite determined on carrying the undertaking into effect; they say it is too good a thing to be lost sight of, and provided we consent to place the undertaking under such control as they suggest, they will advance money for the work, and enable you to carry it on without asking any assistance from Government. Even if 600,000*l.* be necessary, they state that it is not such a very great sum, and they will advance it provided they see it properly expended. The plan they suggested for the adoption of the Irish shareholders, will give them that assurance.

Mr. HAMILTON read a paper containing suggestions for changes in the management of the company; and amongst others, that to secure the vigorous attention of a director to manage the affairs of the company, a sum of 300*l.* a year be awarded by the board as the salary; that eight of the Irish directors should resign, and that eight English directors should be appointed in their places; that the services of Mr. Bolton (the secretary) should be dispensed with, and 200*l.* given to him as a salary for a year, during which he had acted gratuitously, and that a clerk should be appointed to assist the director.

The CHAIRMAN said this resolution had been under the consideration of the board in Dublin, and they had passed a resolution adopting it. In consequence of the importance and magnitude of the proposed change, the shareholders at large should have an opportunity of considering them, and I think it necessary that an adjournment should take place for a fortnight, and in the meantime the Manchester gentlemen will hold a meeting of the English shareholders to consider the resolutions.

After some conversation, Mr. BRODIGAN said that Mr. Eckersley did him the favour of conversing with him as to the probable amount to be produced by the traffic, and he begged to make a few observations on the subject. He was of opinion that the traffic between Dublin and Drogheda would be as great as that between Liverpool and Manchester in the year 1828, when that railroad was opened. Mr. M'Neill would be able to give them more accurate information on the subject. In the original estimate put forward three or four years ago it was stated that it would take a sum of 400,000*l.* to complete the work, but Mr. M'Neill had stated that a sum of 320,000*l.* would be sufficient. It was proposed that a sum of 25 per cent. would be allowed for contingent expenses, but it was thought a smaller sum would do. Mr. Brodigan next referred to a proposed alteration in the gradients, and begged to hear Mr. M'Neill's opinion on the subject.

Mr. M'NEILL begged to refer to one point. There was a great difference between the estimate of 320,000*l.* and the former estimate, and he wished to explain that it arose from the gradients being reduced from 400 to 180. By the adoption of the gradient of 180 a great saving would be made in the cutting and filling of banks, and in the construction of bridges. The masonry work would also be diminished, because it would not be necessary to make wing walls as high as would otherwise be necessary. He had no doubt that with proper care and management even that estimate might be reduced. He had constructed a railroad in Scotland at 9000*l.* per mile, and there was scarcely any difference between the land, which was chiefly composed of moss, and the Drogheda line, as there were several estuaries along the latter. He next referred to another railroad in Scotland, where, on a gradient of forty, from fifty to sixty tons were in the habit of being conveyed. He thought that some of the contractors engaged in the work in Scotland would be glad to undertake this work at the estimate he had made.

A long discussion arose in which Mr. M'Cullagh, Mr. Torrens M'Cullagh, Mr. P. Mahony, Mr. Brodigan, and Mr. M'Neill took a part, and the meeting adjourned to the 10th instant.

NORTHERN AND CENTRAL BANK.

The general half-yearly meeting of the proprietors of this bank was held on Thursday, the 29th ult., at Ladyman's Hotel, Bridge-street, Manchester. W. S. STELL, Esq., in the chair.

After the preliminary business the directors presented the following

REPORT.

The shareholders having been informed by circular, bearing date 16th ultimo, of the circumstances under which the committee, appointed at the general meeting of the 1st of May last, had assumed the office of directors, it simply remains that we should be put in possession of the result of the examination of the books and affairs of the company. In estimating the assets of the bank, the directors have placed a value as nearly as could possibly be ascertained on each separate bill or other security, as well as on every balance of open account.

By the general balance-sheet the amount appearing as—			
The paid-up capital on 61,737 shares of 10*l.* is	£617,370	0	0
And the balance of credit of undivided profits	133,927	4	4
Making a total of	£751,297	4	4
The actual assets of the company may at the present time be reported to consist of			
Cash on hand and in deposit at call in other banks	£74,060	6	10
Bankers' and other approved bills	39,941	3	0
Real estate, mortgages, bills of exchange, bank shares, and other securities, valued at	142,077	17	0
Outstanding balances on open account valued at	136,512	14	7
	£392,592	3	11
From which must be deducted, for notes still in circulation, and other liabilities of the company	8,422	11	10
Making a net sum of	£374,169	19	1

(being at the rate of 5*l.* 7*s.* 9*d.* per share on 65,737 shares), but leaving an estimated deficiency of 457,398*l.* 11*s.* 6*d.*

From the care with which the valuation has been made, there is every reasonable ground for believing that the whole of the above sum of 374,169*l.* 19*s.* 1*d.* will, by proper attention, be ultimately realised.

The deficiency of 457,398*l.* 11*s.* 6*d.* being, however, not only to the full extent of the surplus fund of 133,927*l.* 4*s.* 4*d.*, but of more than one-fourth of the paid-up capital of 617,370*l.*, there has remained no other course for the directors than, in conformity with the requirements of the said deed of settlement, to convene an extraordinary general meeting of the shareholders for the purpose of taking into consideration the propriety of dissolving or continuing the company.

The report having been read, on a motion by Mr. ROSCOE, was adopted. This concluded the business of this meeting.

Mr. STELL having been again called to the chair, at an extraordinary meeting of shareholders,

Mr. J. HAZELDINE (of Shrewsbury) handed in a written paper, demanding, under the 26th clause of the deed of settlement, that as the surplus fund, and one-fourth of the capital of the bank had been lost, the company should be dissolved.

Mr. ROSCOE moved, and the Rev. Mr. HULL (of Liverpool) seconded a motion to that effect, and it was carried in a meeting of nearly 200 proprietors, with only four dissentients.

Resolutions were then adopted, that the winding up of the affairs of the company be intrusted to the present directors; that the assets of the company be realised with all convenient speed and divided among the shareholders, and that a dividend be made at least every six months.

The business of the extraordinary meeting being concluded, M. Stell left the chair, which was taken by Mr. John Brooks, of Hanley, and the meeting proceeded to the consideration of

THE PROPOSED NEW BANK.

Mr. SMITH said, a copy of the plan, on which it was proposed to form the new bank, would be forwarded to every shareholder, who would have twenty one days' notice given him to make up his mind. He then read the proposed plan. The bank is to be called the "Alliance." The principal features of the proposal are, that five shares in the Northern and Central are to be given in exchange for one share in the Alliance. That those shareholders of the Northern and Central, who do not choose to join the Alliance, may sell their shares to it at 4*l.* a share, which will be paid for by instalments in the following order—1*l.* 10*s.* in October, in the post notes of the company; 1*l.* 10*s.* at the expiration of twelve months; and the remainder 1*l.* at eighteen months.

Mr. STUBBS said, from what he knew of joint-stock banks, he thought they had better dissolve, and put the money in their pockets.

Mr. SMITH said, they were there to answer any questions that might be put to them, however searching; but they must be excused from allowing their plan to be commented on in their presence.

Mr. STUBBS said, there were no less than seven joint-stock banks in Manchester, and five of them considerably below par.

Mr. HAYNES said, Mr. Smith had been at the head of a bank in Liverpool of 10*l.* shares, each of which was now of 23*l.* value; and with that, with the same management, one would be as prosperous in Manchester.

A vote of thanks was then given to Mr. Brooks for his conduct in the chair; and the meeting separated about one o'clock, having lasted two hours.

WESTERN DISTRICT BANKING COMPANY.

The general meeting of the proprietors of this bank was held at the office, Devonport, on Thursday, the 15th ult.

EDMUND TURNER, Esq., M.P., in the chair.

The report having been read and adopted, it was carried by a large majority of shareholders, that it would be more for the benefit of the bank to divide 6 than 7 per cent. The report and resolutions will be found in our advertising columns.

NORTH WILTS BANKING COMPANY.

At the annual general meeting of this company, held at Melksham, on the 7th inst., a dividend of 8 per cent. was declared, and 1270*l.* added to the reserved fund.

DUTY ON COAL IMPORTED INTO LIMERICK.—Under the Shannon Improvement Bill, now passed into law, iron and coal imported to Limerick must pay one halfpenny per ton for every mile the river is navigated—that is, we suppose, from the heads to the quays, a distance of sixty miles. For every ton weight of any merchandise imported, one penny per mile. Every boat of turf, 2*s.* 6*d.* We apprehend the citizens were not prepared for this vexatious tax upon the commerce of the port of Limerick, in addition to the heavy rates already levied under the Wellesley-bridge Act.—*Limerick Chronicle.*

LONDON ZINK WORKS AND ROLLING MILLS, Wenlock-road, City-road.—Malleable Sheet Zinc, Zinc Nails and Tacks, Planished Plates, of assorted sizes, for Zincography and Door-Plates, and Patent Zinc Slates for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Consumers, on application to JOHN BALL and Co., 11, Finsbury-circus.

THAMES TUNNEL, OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning until dark. Admittance One Shilling each. The entrance is near the Church at Rotherhithe, on the Surrey side of the River. The Tunnel is brilliantly lighted with Gas, and is now completed to low water mark on the Middlesex shore. By order,
J. CHABLIER, Clerk to the Company.
Thames Tunnel Office, Walbrook-buildings, Walbrook, September.

THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL, SCIENTIFIC AND RAILWAY GAZETTE.—Price 1s. 6d.—No. XXIV., for SEPTEMBER, illustrated by Twenty-six Wood Engravings, Contains—Drawings and Description of the Club Chambers, Regent-street—The New Boilers of the *Victoria* steam vessel—The Thames Tunnel shield—Churches of London and a Railway Gauge—Daguerre's Process for Producing Photographic Plates—Architectural Criticisms—Experiments on Light, by Dr. Ure—Report on the Stone for the New Houses of Parliament—Essay on the Obstruction of Streams, by Dams—Lecture on Geology—Railway Curves—Articles—the French Journals—Fonelle's Filtering Apparatus—Chelsea Water Works—Draining Land by Steam Power—The Iron Trade—New Method of Manufacturing Paper Hangings—Artificial Ivory—Cerography—Reviews of New Books—Pambour on the Steam-Engine—Arithmetical Perspective, &c.—Reports of Scientific Societies—Progress of Railways—Engineering Works—Churches—Public Buildings—List of New Patents, and several Communications.
Published at 57, King-street, Westminster; H. Hooper, Pall Mall-east; and Groombridge, Paternoster-row, Paternoster-row.

PUBLIC COMPANIES.

MEETINGS.

Hayle Railway Company	Rectory-house London-wall	6	1.
London and Croydon Railway	London Tavern	7	1.
Birmingham, Bristol, & Thames Junc.	27, Kensington-crescent	9	1.
Bahia Steam Navigation Company	George and Vulture	9	1.
London Commercial Sale Rooms	Mincing-lane	9	12.
United General Gas-Light Company	6, Austin-friars	10	1.
Gloucester and Berkeley Canal	Gloucester	11	12.
British Silver-Lead and Copper Co.	Clarendon Rooms, Liverpool	14	12.
British Asphaltum and Patent Coal	London Tavern	16	1.
St. Genny's Mining Company	White Lion-court, Cornhill	19	–.
Wheal Sisters Mining Company	57, New Broad-street	20	1.
Commercial Dock Company	106, Fenchurch-street	20	1.
St Austell Hills Mining Company	Offices of the company	23	11.
Edinburgh, Leith, & Newhaven R'way	66, Princes-street	25	3.

CALLS.

Royal Santiago Mining Company	5*l.*	Sept. 7	Wright and Co.
Birmingham & Gloucester R'way	10*l.*	9	Jones, Lloyd, and Co.
Midland Counties Railway	10*l*	9	As former calls.
Cornwall Great United Mines	10s.	18	Masterman and Co.
Wheal Morgan Mine	1*l.*	19	Barnett, Hoare, and Co.
Wheal Elizabeth Mine	10s.	21	London & Westminster Bank.
Ulster Canal Company	2½*l.*	23	Smith, Payne, and Smiths.
London and Brighton Railway	8*l.*	24	Smith, Payne, and Smiths.
Munster Union Mining Company	1*l.*	25	Provincial Bank of Ireland.
Chester and Crewe Railway	5*l.*	25	As former calls
Cheltenham & Gt. Western R'way	7½*l.*	26	Roharts and Co.
Gt. W. Charlotte Mining Assn	10s.	26	10, Laurence Pountney-hill.
Eastern Counties Railway	2*l.*	30	London & Westminster Bank.
De Dunstanville Copper Mine	10s.	30	Wright and Co.
Commercial Gas Company	1*l.*	Oct. 5	60, King William-street.
Bahia Steam Navigation	1*l.*	6	Smith, Payne, and Smiths.
Reeth Consolidated Mining Co.	10s.	8	Brown & Co., Leeds; Brown & Co., London; W. District Bank.
Cambrian Iron and Spelter	2½*l.*	Dec. 1	London Joint-Stock Bank.

DIVIDENDS.

London and Westminster Bank		Lothbury	Sept. 10.
North and South Wales Bank	7 per cent.	Office, and branches	16.
Commercial Bank of New Orleans		Reid and Co.	Nov. 15.

NOTICES TO CORRESPONDENTS.

Manufacture of Zinc.—Our correspondents appear slumbering. We hope that the expression of our desire, that their communications should be less prolix, has not caused them to "cut them short" altogether.—"H. E.'s" notice for the "Review" has not come to hand.

Anthracite Coal.—We shall readily give insertion to the communication promised by our correspondent on this subject, presuming it to be of a general nature, and not calculated to advance (*pugf*) any particular interest. The South Wales Basin holds out many facilities and advantages. We agree with our correspondent that the increased use of anthracite in the manufacture of iron may be fairly calculated upon.

Mr. Crane's Patent.—In reply to "S. G. C.," we are not in possession of the information he requires. We understood the question, "Crane *v.* Price," for "invasion of patent in the use of anthracite coal with hot-blast in the manufacture of iron," was to have come on for hearing in the month of July. We will make inquiries, and communicate the result.

Difference in Price of Copper Ore.—"R. W. B." is referred to two letters which appear in our columns of this day.

We have not received any further communication from Dr. Croton.

Safety Lamp for Coal Mines.—We have not heard of the improvement referred to by "A. R.," and from his vague description, are disposed to doubt its being what it is represented—"an improvement." An alteration it is, we admit.

The letter of "J. C. R." (Hamburg) came to hand after our last Number going to press, and we have not time this week to acknowledge it, or direct that attention which the subjects treated on demand.

We shall be glad to hear from "W. B. C." (Sydney) at his convenience.

"Papyrus's" communication came to hand, and was properly applied. He will hear from us again shortly.

"M. E. W." is informed that the progressive improvement is satisfactory.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, SEPTEMBER 7, 1839.

It was not our intention to have again adverted, through the medium of our columns, to the late action of libel instituted by Mr. William Millett Thomas against the Editor of the Mining Journal, in which damages were laid at Five Thousand Pounds, but which the jury, after hearing the evidence in support of the justification of the alleged libel, thought fit to reduce to One Farthing—a decision, the correctness of which was afterwards certified by the Judge in depriving the plaintiff of his costs, or rather reducing them to the like amount. We have already said that we did not intend again to have returned to the subject, nor should we now have done so, but the very numerous communications we have received from subscribers to the Journal, many of whom are personally unknown to us, and the very liberal remarks of several of our contemporaries on the result of the trial, call from us more than the passing notice which appeared in our "Notices to Correspondents" of last week.

For reasons which must be obvious, we have not given insertion to the communications we have received, which all breathe one spirit, and are directed to one object; sufficient is it for us to acknowledge them, and to direct the attention of our correspondents and readers to a series of "resolutions" which appear in our advertising columns of this day, in which will be found blended their several kind suggestions, and the carrying of which out will not only (we trust) be in perfect consonance with their wishes, but will add another claim on our gratitude.

We are perfectly sensible of the intended kindness of friends, and feel that we should be unworthy of the mark of sympathy and kindly feeling they are anxious to manifest, did we hold ourselves aloof or assume an ignorance of intentions which have been too plainly expressed to be misunderstood—neither would it be doing justice to ourselves to refuse that acknowledgment which is so generously proffered. Indeed, it is no secret, that although we obtained a moral victory in the late action, yet that it was at a heavy cost, whether considered with reference to the anxiety or time devoted to collating the necessary evidence, or the serious expense attendant on the numerous witnesses who travelled over a space, in the aggregate, of upwards of 8000 miles, to adduce their testimony in the maintenance of truth. This expense of time and money we willingly submitted to, from a consciousness that in the exercise of a duty, and in upholding the independence of the Mining Journal, we should never be wanting in support, and although we did not contemplate the course adopted by several friends, whose names, with their subscriptions, have been so kindly transmitted to us, and to which early publicity will be given, we felt confident that the services rendered by the Mining Journal to the Mining interests would not be lost sight of, and the result in this instance, as in others, we are happy to say, proves that our anticipations are likely to be fully borne out.

We have already stated our reasons for not giving insertion to the letters we have received, but, as these cannot be said to apply to our contemporaries, who have recorded in print the opinions they entertain, we should be wrong to allow any false sense of delicacy to prevent us from noticing them more fully, or extracting therefrom. Where, however, there are so many, we hardly know how to make a selection, but, as the latest we have seen, is that which appeared in the last number of the *Edinburgh Chronicle*, we extract that, as affording a fair sample of the whole.

Libel Case.—Thomas *v.* English.—We last week shortly noticed this important trial, in which Mr. Thomas, the plaintiff, obtained a verdict with *One Farthing* damages; the jury considering that coin abundant recompense for the injury his character had sustained at the hands of the defendant. We observe, from the following remarks in the *Mining Journal*, that Mr. Justice Erskine, before whom the cause was tried, is of the same opinion, having granted his certificate under the statute, by which the plaintiff becomes entitled to no more costs than damages. When a judge and a jury of twelve unbiassed men decide that *Two Farthings* will be ample requital for the injury inflicted, as well as for the costs of seeking redress, we are led to wonder that any man could be so infatuated as to exhibit himself thus publicly, after the severe and well deserved exposure which his conduct had previously called forth; and we consider the *Mining Journal* well entitled to thanks of the public, and of those persons interested in mining especially, for the manly and praiseworthy course it has pursued:—

"If any additional evidence were necessary to justify the course we pursued in directing attention to the several companies of which Mr. William Millett Thomas was the projector, beyond that afforded in the report of the late trial, and which appeared in our columns of last week, it is to be found in the decision of the learned judge, who, having taken time to weigh the character of the alleged libel, and that of the plaintiff, has since certified, *depricing the plaintiff of costs*—thus proclaiming to the world that, although in the eyes of the law the language used must be construed as of a libellous nature, thereby entitling the plaintiff to a verdict, yet that the expressions made use of were perfectly justified by the evidence adduced on the trial, and that, in the opinion of the learned Judge, the plaintiff had no moral ground whereon he could base or maintain his action. This *dictum* of the learned judge in itself speaks volumes, and renders comment unnecessary."

Having thus again acknowledged the obligations we are under to our numerous friends and correspondents, as well as to the public press, for the sympathy they have evinced, and the zealous co-operation we have received throughout the proceedings, we hail with feelings of pride and gratification the adoption of those resolutions to which we have already referred. We doubt not but that we shall, in an early Number, have the pleasing satisfaction of recording the names of many who only require a medium to express, by their concurrence in the resolutions, the opinion they entertain of the principles on which the Mining Journal is conducted, and their earnestness in supporting the elucidation of truth, and advocating the exposure of abuses.

It is with feelings of regret that we observe in the columns of the *West Briton*, a paragraph, to the effect, that the "Great St. George Mine," in Perran, worked by the "English Mining Company," "is likely soon to be stopped, in consequence of some difficulties regarding the renewal of the lease or set." "Should this be the case," our contemporary continues, "300 or 400 miners will be thrown out of work."

Three months have hardly elapsed since we felt it our duty to state the opinion we entertained with regard to the dispute arising in the "Consolidated Mines," and our fears were expressed that it might prove injurious to the mining interests of Cornwall, from the attempt then made, and which was in the end successful, to a certain extent, to introduce an innovation on that system which had ever been observed in the county in the renewal of leases. The interests of lords and adventurers had been uniformly deemed of a reciprocal nature, and towards a respectable body of adventurers that degree of liberality was ever displayed by the lord, which made the former feel themselves perfectly secure. We are aware that, in some one or two instances, when scrip companies were rife, certain parties did exact from adventurers and penniless projectors, a premium on granting the sett, conscious that the party to whom the sett was so granted, intended in his turn to exact from the public a larger sum, out of which he paid to the lord the specified amount as premium. This species of conduct is disgraceful, and had we been cognisant of it at the time, we should at once have not only exposed it, but the parties, whose names are now known to us.

We are well aware that persons holding high stations in society too frequently lend themselves to acts which, if committed by others, whose grade is somewhat beneath them, would be characterised by language which would be hurtful to "ears polite," but we cannot make any distinction in acts because of the difference in the position in society of the parties. A fraud is nothing more nor less than a fraud, in whatever dress it may be attired, and grossly to take an advantage arising out of circumstances, in a great degree attributable to the confidence reposed in the mistaken honesty and probity of those with whom we may be associated, is not only to be strongly condemned as an isolated case, but more so, when it is reflected the influence which precedents of this nature have on other mining adventures, and the ill consequences which must in the end arise to the lord, the adventurer, the merchant, and working miner. Is it not sufficient, we would ask, to refer, at the present moment, to the depreciation in the standard, at once to show the impolicy of the lords' requiring exorbitant dues, or instituting claims which never before were heard of? Is it because the mine is held by *out*-adventurers, and the management is in London—or to what other cause are we to attribute this new feature in mining undertakings? We trust that the minds of the lords' are not becoming sordid, and hope that they do not allow themselves to be influenced by interested parties, who may suggest that, with the heavy capital embarked, and the prospects before them, the adventurers may be induced to comply with exorbitant terms rather than to abandon the mine.

At this moment we are in ignorance of the real cause to which the contemplated suspension of the mine is to be attributed, beyond the paragraph referred to; but we are led to apprehend that the course adopted by the lords of the "Consolidated Mines" will be found to have established a precedent which narrow-minded men may be disposed to adopt—blind alike to their own interests as to those of the county at large. It behoves the adventurers to be alive, and not to lend themselves to a system of exaction, which, if once introduced, no one can see the end; as we feel assured that they will find it more to their benefit, in the long run, to abandon any present interest or advantage which would accrue, than to aid in laying the foundation of a course which, sooner or later, must be destructive to the mining interests of the county of Cornwall—not to remark on the line of conduct in *working* mines, to which such a system is calculated to lead.

Under the head of "Law Intelligence" will be found the report of the proceedings in an action brought by the "Saddleworth Banking Company" against the "Imperial Bank of England," for the payment of two bills of exchange, amounting, together, to 651*l.* 14s. 3d., and which bills, having passed through the "Imperial Bank of England," had been endorsed by procuration by one of its officers. The action was brought nominally against Mr. William Marston, as the registered officer of the company, and the defence pleaded was, as to the two first counts, that the bills were not endorsed by the company, and, as to the other two counts, the general issue.

From the evidence adduced, it appeared that the several bills had been endorsed by Mr. R. Whittenbury, the cashier in the "Imperial Bank," as in other cases, and that he was fully authorised to do so by the manager—other bills so endorsed by him having been recognised and paid by the bank. It further appeared, by a letter written on behalf of the directors of the "Imperial Bank" to the plaintiffs' attornies, that they did not deny their liability, but wished a cognovit to be taken for the debt and costs, payable on the 1st November, which was not, however, assented to.

Upon this evidence, for no attempt at a defence was made, except raising the question whether a party to whom authority was delegated could delegate his authority to another, which the Judge ruled might be done, a verdict was given for the plaintiff for the amount claimed.

Mr. Wightman, counsel for the defendant, hoped that speedy execution would not be allowed, as a further call was about being made on the shareholders, and, in the case of joint-stock banks, execution could not be taken against the nominal defendant; and, further, stated that he was prepared to show by affidavit, that calls would be made which would be effectual by the period of execution in due course (November), and that there might be a great deal of difficulty, and some embarrassment to individuals, which it was desirable to avoid, if that an order be given for speedy execution.

Mr. Blanchard, on the same side, stated the substance of the affidavit, and said the execution could not be taken against the nominal defendant, and if against any third person, *non constat*, it might not be against a person who had paid up all his calls, so that his lordship might, by giving an order for immediate execution, be doing an injustice to an individual, independently of the legal objection.

Mr. Baron Maule said that, as to the legal objection, that answered itself, because giving immediate execution could do no harm. He should order immediate execution, observing that he should allow of no delay, as there was in this case very evident probability of insolvency.

Having thus placed before our readers the extraordinary and unparalleled proceedings in this action, we hardly know in what terms to speak of the nature of the defence, or the position of the company, which, we believe and trust, is an isolated instance of want of probity and want of means. In the first place, we find that certain bills having been regularly endorsed by an officer of the company, in the course of business—that officer being the cashier, and duly authorised to endorse bills by the manager—these bills not being duly honoured by the acceptors, the "Saddleworth Bank," proceed against the "Imperial Bank of England" as endorsers, to which they offer, as a defence, that the endorsement was not duly authorised, although it is admitted in evidence that other bills endorsed in like manner had been fully recognised and paid by the bank. Here, then, was a defence which, although the board of directors, as a body, might have been advised, and, doubtless, considered themselves fully justified, to put forward on behalf of the company, is one which we have no hesitation in saying any one gentleman of that board would, in his individual capacity, have scorned to advance, as being neither characterised by honesty or fair dealing. Again, we find that a verdict having been given against the company, counsel then apply for the order for execution (consequent on such verdict) being deferred, and raise those very arguments which determine the Judge, most properly, to order summary process being levied for payment of debt and costs. The whole proceedings reflect discredit on the parties defendants in the action, and we could have wished to have been spared the necessity of directing attention to the subject.

At a moment, however, when the reports and accounts of Joint-Stock Banks, with hardly an exception, are of so gratifying a nature, from the success which has attended them, it is only right to bring forward an instance like the present, satisfied as we are, that if the board of management have been influenced in the management of the affairs of the company, by the same line of conduct as that exercised by them in their defence to the action, it needs but little inquiry, or stretch of the imagination, to attribute to the proper cause the present state of the company, which Mr. Baron Maule states to be, in all probability, one of insolvency, and which is, indeed, borne out by the application for postponement of the period to pay a sum so trivial in amount as that for which the action was brought.

We feel it our duty to draw the attention of our readers, and more particularly the scripholders in the "Kelleweris Mining Company," to an advertisement which appeared in the daily papers of the 2d instant, under the date of the 3d of *August*, announcing that the meeting of the scripholders (adjourned, for the third or fourth time, we believe), and which should have been held on the 12th August, has been again postponed until the 26th September, and that in the interim the numbers of the shares on which

there is an arrear of calls would be declared forfeited in the *London Gazette* of the 13th *inst.* (August).

The directors, in convening the meeting, announce that the necessity of the postponement arose, amongst other causes, from the circumstance of the trial THOMAS *v.* ENGLISH, from which it is possible that the "Kellewerris" accounts will afford some evidence that such a trial did take place, although, "in course," should the "Kellewerris Company" pay the costs, they are entitled, on the other hand, to the damages. We cannot quit the subject without making one or two observations on the advertisement, for the information of the holders. Before doing so, however, it may be well to suggest to them the propriety of directing their attention to the proceedings in the Vice-Warden's Court in Cornwall, whereby their property is placed in jeopardy, and who would, we think, do well to follow the example of the "Great Wheal Prosper Company," who reclaimed their property by adducing evidence (the prospectus) to prove that the directors had no right to contract debts except on their own responsibility, and thus the materials on the mine were liberated from the claims (some 2500*l.*, if our memory serves us) established by the Western District Banking Company, for advances made by them to Mr. W. M. THOMAS or other of the directors.

As regards the advertisement, it is somewhat curious that it bears the date, "Austin-friars, 3d August," and is signed by HENRY TRIBE, Secretary, and runs in these words:—

KELLEWERRIES CONSOLIDATED MINING COMPANY.—The directors of the above company hereby give notice, that owing to the directors being detained in the cause "Thomas *v.* English," and other unavoidable circumstances, the meeting of the shareholders, advertised to be held on Monday, the 12th day of August instant, at the London Tavern, is hereby postponed till the 26th day of September, to be then holden at the London Tavern, Bishopsgate-street. The numbers of the forfeited shares, for want of payment of the last call, will appear in the *London Gazette* of Tuesday, the 13th inst.
19, Austin-friars, August 3, 1839. H. TRIBE, Secretary.

Now, on comparing dates, and referring to our diary, we find that on Saturday, the 3d of August, Mr. W. M. THOMAS, with one or more of the directors, and Mr. HENRY TRIBE, the Secretary, were at Bodmin, consequently could *not* have been at 19, Austin-friars; and, next, that the trial terminated on the 6th August, nearly a week antecedent to the appointed meeting. It would, however, appear that "the cause, THOMAS *v.* ENGLISH, and other unavoidable circumstances," have rendered a postponement of *six weeks* necessary, while the numbers of the forfeited shares, it is announced, *will* appear in the *London Gazette* of the 13th (*August*) inst., and this advertisement is put forward to the public on the 2d of *September*, being one month after the date which it bears.

We leave the circumstance with the scripholders for them to con over. We should observe, that in the advertisement "Kellewerris" is spelt "Kellewerries." We do not know, however, that this makes any difference.

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

Were we to judge by the advertisements which appear in the daily journals, it might be assumed that new companies were numerous, but it will be found that most of them have been long before the public, and from their repeated announcements, and submitting their prospects and advantages to public patronage so frequent, we should be induced to class them under any head than that of "New Companies"—and hence the paucity of information furnished under this head, of which several correspondents have unfairly complained.

The prospectuses of the following companies have appeared since our last:—

EASTERN ARTESIAN WATER COMPANY.

Capital £250,000, *in* 25,000 *shares of* £10 *each. Deposit* £2 10*s. per share.*

The importance of a supply, to so extensive a district as that comprised in the Tower Hamlets, and getting rid of a monopoly, which in this, as in other instances, has so long existed, is indisputable. This company is formed for the purpose of supplying pure soft water, "at an inconsiderable outlay, and upon those sure and unerring principles which have been so generally adopted and successfully established on the continent." We cannot assent to the views of the directors, as although the principle may have been perfectly successful on the continent, yet it does not imply that such results are to be anticipated in all cases, any more than because coals are raised in Staffordshire that the same results are to be anticipated from sinking at the eastern part of the metropolis of London. It is stated in the prospectus, that there are 117 Artesian wells in London at the present time. We must confess we were ignorant of the fact, but most certain it is, that our Artesian wells must not be compared with those "generally adopted and successfully established on the continent."

Our opinion is, that the scheme is not sufficiently matured, and, in the absence of any "rules or regulations," except "that due notice will be given of every call to be made by the company," we recommend the directors to revise their prospectus; and to shareholders, we should say, observe some caution.

SOUTH METROPOLITAN WATER COMPANY.

Capital £300,000, *in* 20,000 *shares of* £25 *each. Deposit* £2 10*s. per share.*

This company, like the preceding, is established, or, rather attempted to be so, with the object of supplying the Metropolis with a regular and abundant supply of *pure* water, thereby upsetting the monopoly which exists, and ensuring the supply of an element of such vast importance to the community generally with that degree of purity which cannot now be obtained.

There is an absence of all "rules," "regulations," or "conditions," for the government of the company, and, altogether, we must confess that, in our opinion, the directors will do well to follow the advice we have respectfully submitted to those of the "Eastern Artesian Water Company."

The following are extracts from the prospectus:—"Mr. Telford, in February, 1834, made a report at the recommendation of a select committee of the House of Commons, in which he stated, with reference to that portion of supply contemplated by the present company, that he had found an abundance of pure transparent water within the distance of ten miles, on the south of the metropolis, at a sufficient elevation for both high and low services, and adopted the idea of bringing the Wandle to London, for the purpose of supplying the southern side of the river." And further adds, that "the company has been formed for the purpose of supplying the whole of the southern districts of the metropolis with pure water; and in order to give an efficient impulse to this important work, the promoters of it have obtained the valuable assistance of the Messrs. Rennie, who have made a most favourable report as to the practicability and prospects of this great undertaking."

"The high situation from which the water will be taken," it is stated in the prospectus, "will render steam and other engines unnecessary—thus reducing the permanent expenditure greatly below that of any other water company."

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 90¾ ⅝ money, and 91⅛ ⅛ time. The Three-and-a-Half per Cent. Reduced Annuities 99¾, and the New Three-and-a-Half per Cents 98¼. India Stock 248 money. The premium upon Exchequer Bills 7 9, and on India Bonds 6.

Spanish Bonds, with the May Coupons, 24¾ 25; without Coupons 23; Dividend Bonds 18¾; Passive 6¾; Deferred 11. Portuguese New Five per Cents 30¾ ¼, and the Three per Cent. ditto 20¼ ¾. Brazilian Bonds 78¼. Colombian 32¾ ¼. Mexican 28¼ ¼. Peruvian 18¼. Dutch Two-and-a-Half per Cents 54¾.

Great Western Railway Shares 2 1 dis.; New ditto at par. Brighton 13¼ dis. Birmingham 49 50 pm.; Quarter shares 16¼ pm.; New ditto 15¼. Southampton 42 each, and Croydon 11 each.—British North American Bank Shares 1 dis., and London and Westminster 22¾.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, — —; Three-and-a-Half per Cent. Reduced, — —; Long Annuities, —; Consols for Account, 91⅛ ⅛; Exchequer Bills, 7 9 pm.; East India Bonds, — — premium; Dutch Five per Cents., 103¼ 103¾; Ditto Two-and-a-Half per Cents, 54¼ 54¾; Portuguese Five per Cents 30¼ 31; Ditto Three per Cents. 20¼ 21.—Railways:—Brighton, 14¼ 14 dis.; Great Western, 3 1 dis.; London and Birmingham, 49 51 pm.; New, 16 17 premium; London and South-Western, 41 43 per share.

POOL, SEPT. 5.—Average standard, 102*l.* 1*s.* 0*d.*—Average produce, 7¾.—Average price, 4*l.* 15*s.* 6*d.*—Quantity of ore, 3415.—Quantity of fine copper, 252 tons 7 cwt.—Amount of money, 16,359*l.* 14*s.* 6*d.*—Average standard of last sale, 102*l.* 10*s.*—Produce, 7¾.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Com-Company, 23*l.* 15*s.*—London and Birmingham Railway, 139*l.*; ditto (quarter shares), 21*l.*; Great Western, 58*l.*; Birmingham and Derby (80*l.* paid), 73*l.*; London and South-Western, 41*l.*—General Steam Navigation, 25*l.* 10*s.*—*Midland Counties Herald.*

WEST CUMBERLAND AND FURNESS RAILWAY.

MORECAMBE BAY EMBANKMENT.

We observe, with pleasure, that much exertion is being made with a view to carry forward, in the next session of Parliament, an undertaking of great national importance—the West Cumberland and Furness Railway. The present period of commercial depression, is not the most favourable for bringing an undertaking of this magnitude before the public, as many, who might feel inclined to take an interest in it, may feel themselves incapacitated from so doing, yet we have been given to understand, that, from the number of influential names which have been put down in its support, there is scarcely a doubt that the application to Parliament will be attended with success, and the work commenced as soon as the necessary arrangements can be made.

Direct railway communication between England and Scotland now forms one of the most important objects which can be contemplated either by the capitalist or the engineer; and we have on former occasions, when commenting on the proposed eastern and western lines, expressed a conviction, to which we still adhere, that there is no real rivalry between them—that, in fact, they will benefit entirely distinct tracts of country, and each receive abundant traffic for the support of so extensive an undertaking. The proposed railway through West Cumberland and Furness has, however, great claims to attention on other grounds than as a mere railway communication, as it combines the magnificent design of an embankment across Morecambe Bay and the Duddon Sands, by which many thousand fertile acres will be added to our soil, forming, indeed, an extent of territory almost equal to some of our smaller counties. A scheme of this magnitude and boldness was naturally received with some distrust when first propounded, but, like all really sound and beneficial plans, it has been gradually working its way in public estimation, and is now looked upon very favourably, not only in the district which will be affected by it, but by the public generally.

Of the two plans which have been proposed for carrying a great northern railway beyond Lancaster, we have no hesitation in saying, after a personal examination of the country, that the line crossing Morecambe Bay is in many points of view the best. The rugged hills of Westmoreland and Cumberland present a natural barrier to any inland line, which should make an engineer pause well before he ventures to encounter it. We are fully aware that, with the present resources of the profession, all difficulties would be readily surmounted, and that we have engineers capable of successfully executing either this, or any other troublesome work of the kind, in a manner honourable alike to themselves and the country; but this, to our mind, is not by any means the question. However splendid and creditable such a work might be, its merits, on the ground of utility, would be more than dubious, and there can be little inclination on the part of the capitalists to erect a splendid monument of engineering skill on the rugged acclivities of Shap Fells, while nature presents an easy and obvious line along the coast. The latter communication will command also a very considerable traffic from the produce of the country adjoining, which abounds in mineral productions of a heavy and bulky nature, and is in many parts equally distinguished by its agricultural character, and its capability of improvement.

The great feature of the coast line is, however, the proposed embankment across Morecambe Bay and the Duddon Sands; and it cannot be denied that this undertaking is one of considerable difficulty, although we believe that it has been much and needlessly exaggerated. Notwithstanding the vast quantity of sands and marsh lands around our principal estuaries, which might be embanked from the sea, and rendered a permanent and valuable addition to our soil, there is probably no subject to which so little attention has hitherto been given by our engineers, and which has been looked upon with so much apathy by the public. In this branch of engineering, it must be confessed that we are greatly behind our continental neighbours, who have executed far greater works of the kind than ourselves, and reclaimed large and valuable tracts from the sea, which, had they existed upon our coasts, might still have presented a dreary waste of barren sands. The proposed embankment will not bear comparison in point of difficulty with works which have been executed on the coasts of Holland or Germany; it will be exposed to a far less heavy swell of the sea; it will neither require to be carried to so great a height, nor to extend to so great a length, while the ground to be reclaimed is considerably *above* the level of the sea at low water, instead of being, as on the coast of Holland, many feet *below* it. As regards the value of the land which will be brought under cultivation, the simple and decisive experiment made by Mr. Stockdale of Cork, must be sufficient to convince the most incredulous. It was proved by this gentleman, many months ago, that the common sand taken from different parts of Morecambe Bay, and completely isolated from the surrounding soil by large flags of slate, would produce luxuriant crops, and was equally suitable for peas, beans, grass, or grain. Not only, therefore, would the new land be of immense value in itself, but it would produce a degree of traffic and activity before unknown in the country, and highly beneficial to the railway proprietors.

Should this great national work be successfully executed, we have no doubt that it will lead to many others of a similar character; and that, in the course of a few years, many of the broad and shallow estuaries, which now indent our coast, will be converted into rich tracts of farming land, capable of affording employment and subsistence to thousands of labourers who might otherwise be destitute. It would be the means of giving a new direction to our engineering skill, and of opening a new and wide scope for the beneficial employment of capital in really sound and national undertakings. It cannot be expected, however, that a work so novel and extensive should proceed without encountering many preliminary difficulties; it will, of course, interfere greatly with local interests, more so, perhaps, than other railway undertakings of the present day. Much, therefore, will depend upon the skill and judgment evinced by the promoters, in all the details of their plan, and the judicious manner in which they contrive to combine their own interests with those of the local proprietors with whom the undertaking will interfere. This we consider to be a prominent and important point for consideration, and we early direct attention to it, as one on which the success of the application to Parliament will chiefly depend.

ORIGINAL CORRESPONDENCE.

ON THE VARIATION IN PRICE OF COPPER ORES.

TO THE EDITOR OF THE MINING JOURNAL.

DEAR FRIEND,—By this evening's post I have received thy favour of yesterday, and can account for the apparent discrepancy in the standard and prices at which ores of 4¼ stated produce sold at our ticketting, on the 7th inst. The produces stated in the Ticketting Paper are those of an experienced assayer, but they are not the produces of the company who purchased the ores, and whose produce for the Llandidno parcel was no doubt more than that stated in the printed list.

I remain thy sincere friend,

Mining Office, Swansea, 29th 8 *mo.* HENRY BATH, Jun.

P.S. I am pleased to learn that thou art so far recovered from the effects of thy late accident.

[We have much pleasure in inserting the above communication, received from Mr. Henry Bath, jun., on subject of the letter of "R. W. B.," which appeared in our columns of last week. We are obliged by the ready attention of our friend, and have deemed it only right to insert his letter as we received it, as without explanation the question might be subject to misconstruction, Messrs. H. Bath and Son being the agents for the sale of ores at Swansea for both the Ballymurtagh and Llandidno Companies. Although the letter of our correspondent may satisfy parties generally (and we believe that the assays made by Messrs. Bath and Son may be relied upon for their accuracy), there may be reasons for altered produce on the part of the smelters, even with an increase, which those only in the secret can fathom or explain.—ED. M. J.]

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I saw the letter of "R. W. B.," in your paper of the 31st ult., on the variation of the price of Ballymurtagh, fifty-two tons, and Llandidno, forty-five, sold at Swansea, on the 7th ult., each making a produce of 4¼ per cent., but selling at a difference of 7*l.* 15*s.* on the standard, and in reply to which I have to observe that such variation can only be accounted for by a difference existing in the copper companies offering for ores, and that of the miner, which last is quoted by "R. W. B." There is some trifling difference in value of these two mines on the score of quality, Ballymurtagh being very foul, but nothing to the tune of 7*l.* to 8*l.* on the standard, which can only be accounted for in the way I have mentioned. How such difference of produce should be, is another and most serious question.

I am, Sir, your obedient servant,

London, Sept. 2. A MINER.

[We are aware that the Ballymurtagh ores are much charged with "mundic," and, therefore, that this circumstance may affect the *price* per ton; but we quite agree with the concluding paragraph of our correspondent, who observes, "How such difference of produce should be, is another and most serious question." The letter of "Mr. Bath, jun.," which we have inserted, still leaves the "question" open. Perhaps some of the copper buyers, or their agents, would condescend to afford the required explanation.—ED. M. J.]

BRITISH TIN MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A meeting of the shareholders of the above company was held on the 29th March last, for the purpose of considering the expediency of abandoning the mine, when a proposition was made (through the directors) on the part of the Cuddra Mining Company, to take the whole of the British Tin materials, at a fair valuation, in exchange for a certain interest in their mine, said to be a very profitable speculation—which was unanimously agreed to by the meeting. The shares of the British Tin were immediately called in, to be changed for those of the Cuddra. Accordingly, on the 4th of April last, I deposited with Mr. Cudner, at the company's office, Adam's-court, 400 shares, for which I received an acknowledgment, stating I was entitled to fourteen shares in the Cuddra Company, which were to have been ready in a fortnight from that time. I have called and called again, till I am actually tired of calling—but no Cuddra, or any other shares, forthcoming, nor indeed any signs of any; and within these last two months, on one of my periodical visits, I found the office shut up; and the answer, upon inquiry, is, "gone away—don't know where;" which, to a person in my situation, seems very much like having, as they say, "bolted."

Knowing, Sir, your great knowledge of mining companies, and your extreme kindness in giving all the information in your power to complaining parties, I have taken the liberty of addressing you; and if, through the means of your valuable columns, you could inform me the best way I should act under such circumstances, I shall be thankful.

I am, Sir, yours, &c.,

Grosvenor-street, Sept. 5. A CONSTANT READER.

[We regret to have occasion to insert the foregoing letter, as we believe the parties, or some of them at least, connected with the management, are too respectable to "bolt." On our late visit to the county, we heard that "Cuddra" was "progressing" favourably, and that the operations were of an active nature. As we have no reason to doubt "A Constant Reader," we would only say, that "periodical visits" appears to us a curious expression to one resident in "Grosvenor-street." We know not the nature of the arrangements of the company, except as announced through the columns of the *Mining Journal*. We think, however, it behoves the directors to afford explanation and a satisfactory reply to our correspondent.—ED. M. J.]

NEW MODE OF PRODUCING WROUGHT OR MALLEABLE IRON DIRECT FROM THE ORE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The information which has reached your "Constant Reader," of the discontinuance of my patent iron process, by a company at Liverpool, is correct. But, that injurious conclusions may not be too hastily drawn from this isolated fact, I shall, as succinctly as I can, lay before such of your readers as may be interested in this great branch of our national manufactures, the results of the last and more favourable trials; and some of them may think with me, that if mine be a profitless, the customary mode must be a ruinous, manufacture.

After finding defects in the mode of setting both iron and fire-clay retorts across horizontal flues, three of the latter were set with separate fire-places to each, on a plan similar to what is adopted at the Liverpool Gas Works. These retorts, 6 ft. 1 in. long by 3 ft. wide, were not intended for separate fire-places, but were used because they were on the spot, and some months would have been required to prepare them of the proper size, which should contain at least thirty square feet on the bottom.

These three retorts were each charged with 9 cwt. of Ulverstone ore, broken to a size not larger than hazel nuts, and one-fifth of that weight of the cinders or cokes which fell through the fire bars of the steam boiler and other furnaces; these latter were roughly ground; this mixture remained in the retort fifty-six hours, and the consumption of fuel for the roasting or distilling was 5 cwt. per diem, or 11¼ cwt. per charge. On being taken from the retort, it was taken still red-hot to the balling furnace, and the blooms produced, on an average of above twenty consecutive charges, gave a return of 54 per cent. of iron on the ore employed, and, I believe I am speaking the sentiments of every practical man who has seen them, in stating that sounder blooms or better iron was never produced.

The heat of the retorts being regulated to an equal temperature on all sides, there was no apparent action on them; in gas works they are found little injured at the end of twelve months; and I conceive that the wear and tear of my process will not be greater than in gas making, as my charge remained in as above, fifty-six hours, while coal has to be thrown into gas retorts every eight hours. The heat applied in my process, was, perhaps, the fullest that gas retorts are generally exposed to; but as the latter are necessarily cooled every fresh time of charging, the consumption of fuel may be fairly estimated at the same as in gas making, and retorts of the size I have named, thirty square feet on the bottom, take 6 cwt. of fuel per diem, so that instead of estimating the retorting process as requiring 11¼ cwt. for every 9 cwt. of ore, the actual consumption for the small retort, I think you will consider that I may estimate it, on the grounds above named, on the *outside*, at weight for weight, fuel and ore. The manager estimated that five men would be able to charge, discharge, and, in short, generally attend to all that was required, for every twenty retorts.

From the above data, your readers may draw their own estimates of the cost of iron made upon my patent. I will suppose 100 tons of iron ore to be made per week, that the ore to be employed is equal to the Ulverstone in quality, and that the return, instead of 54 per cent., as above, averages 50 per cent. in blooms, to produce this quantity, about ninety retorts would be required, each, say 6 ft. by 3 ft., these would prepare 15 cwt.

per charge, or 45 cwt. per week each. The cost, then, would be—200 tons of ore and kibbling to the size of hazel nuts; pricking and grinding forty tons of cinders for decomposing the ore; 200 tons of slack or other fuel for roasting or heating the retorts; wages, say twenty-one men, for attending the retorts—and this will bring the prepared ore ready for the balling furnace. I may remark, that the labour and time, is so much less here than in the old mode of puddling, as to give the mode great favour in the eyes of the puddlers. In one instance, I saw one make 3½ cwt. of blooms per hour, in one furnace, and as only twenty minutes are required for a charge of 250 to 300 tons, I see no reason, when practice has more matured the process, why such a quantity as I have named should not be continuously produced.

As respects the quality of the iron,* I have only to state, that the party who took the first ton on trial, for chain cables, at 12*l.*, was so satisfied with its quality, that he applied for more at the same rate—a piece of chain which, according to the Liverpool corporation proof, should withstand a tension of nine tons, required twenty-two and a half tons to break it! I think the size was 11-16ths of an inch.

I have written the preceding more for the "trade" than the general reader. I firmly believe in the truth and correctness of all I have written, and in this conviction I repeat—that if mine be a profitless, the old mode must be a ruinous manufacture.

If I be right, may I hope that you will consider the importance of the subject a sufficient apology for the length to which I trespass on your columns. I am, Sir, yours, &c.,

Plimby Cottage, near Maryport, Sept. 3. W. N. CLAY.

* By the first opportunity, I will, if you please, send samples for your office.

[Most readily do we afford space for the insertion of Mr. Clay's letter, which will be read with interest. The frankness of Mr. C. will, we feel assured, be duly appreciated; and the practical information afforded, is in itself valuable, more particularly to the "trade." We shall be glad to receive the samples, which may be at any time inspected by parties interested.—ED. M. J.]

ON THE DECLINE IN THE "STANDARD."

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In allusion to the remarks in your leading article of last week, on the subject of the "standard," I am of opinion that the present decline in the price of ores demands the serious attention of all connected with mining property, and the causes require a strict scrutiny. I am also of opinion that there exists no legitimate reason why the price of ores should be lowered so much under the price of metallic copper. The additional quantities thrown up by the Consols late adventurers, and the heavy sales of foreign ores, are not sufficiently powerful to produce this effect on the standard—in fact, the quantity of foreign ores imported in six months, ending with June, 1839, was less than that imported in six months ending December, 1838, and yet prices have continued to decline. The very natural question, then, is, to what are we to attribute this fall in the price of ores? There can be only one answer to this, viz., the absence of a good and sufficient competition in the ore market. It is well known to many of my brother miners that there are two or three very large and extensive copper smelters, who, by coalition, have it in their power at any time to reduce prices—I am inclined, then, to attribute to this cause the fall in the standard, and not to what you advert.

I am, Sir, your obedient servant,

London, Sept. 2. A MINER.

[There can be no doubt but that the purchases of ores being confined principally to three or four houses, the miner has not the benefit of competition. In the past twelve months, ending 30th June, we find that the gross amount of ores purchased in Cornwall and at Swansea, by "ticketings," was 1,530,295*l.* 3s. 6d., of which nearly one-third was purchased by one firm, Messrs. Williams and Co., being 460,054*l.* 1s. 8d.; the purchases of Messrs. Vivian and Sons amounted to nearly one-fifth, (being 285,546*l.* 4s. 0d.; while that of Messrs. Grenfell and Sons was 208,552*l.* 11s. 1d.—the aggregate amount of the purchases of these three companies being 974,152*l.* 16s. 9d., being nearly two-thirds—while the remaining one-third was, with the exception of about 30,000*l.*, taken by four houses, viz., Messrs. Sims, Neville, and Co., Mines Royal Co., Freeman and Co., and Vigurs and Co. The question is one of moment, and will doubtless be further treated on by our correspondents.—ED. M. J.]

COINAGE OF BLOCK TIN IN CORNWALL AND DEVON.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The importance of obtaining correct accounts of the produce and value of the staple commodities of the country, and the general diffusion of such information, need not be urged as an apology for the following remarks.

It will be in the recollection of the readers of the *Mining Journal*, that about October in the last year the coinage of block tin in Cornwall and Devon was abolished, and a provision otherwise made in favour of the Duke of Cornwall for the loss of revenue contingent on the change. Looking at the whole process of coining, with the great delays and inconvenience to the tin smelters which were the result, it is incomprehensible how a system, without utility or wisdom to recommend it, if considered with reference to other articles of commerce, should have existed undisturbed for so many years. One benefit, however, and, indeed, almost the only one resulting from the tin coinages, so far as the writer is aware, was the regular quarterly (and, during the last few years of their existence, more frequent) publication of the quantity of tin coined at each coinage, affording at the year's end a correct statement of the total produce of the tin mines. There are thus in existence, and published in a connected form, official accounts for a series of years, giving the returns of the produce of this metal a great superiority to those of copper, which, it is well known, are taken from the weekly ticketting papers, in which the parcels of ore are stated from computed, and not absolute weight, the private sales not being at all included.

Of other metals raised in Cornwall (certainly of much less importance), but from which result a considerable yearly amount, such as lead and manganese, there is literally no statement whatever which can be depended on as compiled from official sources—that of the former metal, furnished by Mr. Taylor, in the *Mining Review*, No. IX., being a computation in round numbers, as is also, I believe, that of Mr. De la Beche, in his "Geological Survey," whilst Mr. Burr appears to have laboured under a similar difficulty, particularly with reference to manganese, in constructing the table of the "Statistics of British Minerals," appended to his very useful and instructive work on "Practical Geology."

The tin ticketting papers will certainly furnish an approximation to the produce, adding what must always be matter of supposition, something for private sales. The *Mining Review* for the last month affords an instance of the present state of the returns derived from the above source, very different indeed from the correctness displayed in the old official coinage lists. There is but little satisfaction in the descent from accuracy to inaccuracy, more especially if the former is still to be secured, and which perhaps is yet attainable.

The bill for establishing the Stannary Court provided that a payment should be made for its support of ½d. in 1*l.*, on the value of all the copper, lead, and, I believe, manganese and other minerals, and lately the same regulation has been introduced for the tin mines, the reason of their previous exemption being the coinage duties on that article, from which it is now free.

Judging from the general custom with respect to official publications, as well as from the fact that no individual interest can be affected by a diffusion of the most correct information, there would probably not be any objection on the part of those having access to official documents, whether here or in Cornwall, to furnish copies of the statements of produce on which the payments to the Stannary Courts have been, and may continue to be made, specifying the mines, the quantity and nature of the ore, whether tin, copper, lead, or manganese, &c., for publication periodically in your valuable Journal.

From such documents as these would much more correct returns than at present of the quantities and value of the staple commodities of the country be derived, and from the ease with which they may be extracted from the accounts delivered to the proper officers, I trust ere long to see the hint I have thrown out either adopted or some other method introduced whereby the desired end may be secured.

I am, Sir, your obedient servant,

Vassall-road, Brixton, Sept. 2. H. T.

[We are obliged to our correspondent, "H. T.," whose suggestions, as far as they are found practicable, we shall most readily adopt; at the same time, we have to request of our readers that they will furnish us with such data as they possess, and if they can help us with copies of official documents referred to, we shall with pleasure transfer them to our columns.—ED. M. J.]

SOUTHAMPTON DOCKS COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The remarks which occasionally appear in your Journal, on the prospects held out by some of the numerous "prospectuses" which are continually making their appearance, are conducive, I have no doubt, to the interests of a considerable portion of your readers. I have long been convinced that the "reports" made by the directors of some companies are as fallacious as their prospectuses were deceptive, and I think if you were occasionally to dissect a few of them, that many persons who are led away by these plausible productions would have reason to feel grateful.

My attention at the present moment has been drawn to this subject by the account in the last Number of the *Mining Journal* of the meeting of the Southampton Docks Company, with the directors of which I am totally unacquainted, and on whose characters, as private individuals, I should therefore be truly sorry to cast the slightest imputation.

But, Sir, allow me to draw your attention to the statement of the worthy chairman, on his moving the adoption of the report, and I think you will, with me, feel surprised that, in an assembly of respectable mercantile men, a majority could be found so careless of their own interests, as to allow themselves to be imposed upon by such a flimsy production as the report must necessarily have been, for I presume the substance of it was embodied in the address from the chair.

The worthy chairman is certainly an adept at "building castles in the air," for, as it was very aptly observed by one of the proprietors, his (the chairman's) hopes of profit are founded on the probability of two packet companies making Southampton their station. I fear there is very little probability of these hopes being realised; and certainly not the shadow of a chance that Government will select Southampton for a packet station, whatever interest or influence may be exerted to carry such a measure.

I cannot, however, but congratulate the shareholders on having a balance still remaining on hand of upwards of 7090*l.*, no part of which, it is to be hoped, the directors will venture to expend, until the "probabilities" and "intimations" of support from various quarters, and from the sources above-mentioned, so happily dwelt upon by the chairman, shall be realised. I am, Sir, your obedient servant,

Sept. 4. JUSTITIA.

[We are at all times ready to insert the letters of correspondents, or to comment, when occasion appears necessary, on prospectuses or reports. We cannot find fault with the report in this instance, merely because it was an echo of the chairman's address, or rather that the latter was an echo of the report. We agree with "Justitia," that too much dependence is not to be reposed on "expectations," but if "a majority could be found so careless of their own interests," they have only themselves to blame. Why did not "Justitia" express his opinions at the meeting?—ED. M. J.]

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

Sept. 2.—Hitchen's shaft is sunk ten fathoms below the surface, and the ground still of a favourable description for sinking. The 100 fathom level is extended west of the engine-shaft 8 fms. 2 ft. 6 in., and the lode is now about fifteen inches wide, producing good stones of copper ore, and kindly. In driving west of the engine-shaft, at the eighty fathom level, the lode is much the same as for the fortnight past—not rich. In driving east of Snell's winze, at this level, the lode is about three feet wide, and worth three tons of ore per fathom. In driving west, at the seventy fathom level, the lode was taken down on Friday last, and turned out from four to five tons per fathom of good quality ore, worth at least 10*l.* per ton. In the sixty-two fathom level west, the lode is from six to eight inches wide, and worth one ton of ore per fathom. In driving east at this level, the lode has not been taken down. The lode in the winze, sinking below the sixty-two fathom level, is two feet wide, and worth about five tons of ore per fathom. The lode in the stopes, at the back of this level, is still a rich course of ore, two and a half feet wide, and worth eight tons, or 80*l.* per fathom. The stopes in the back of the forty fathom level are stopped, and set on tribute, as per setting list, at 6s. in the 1*l.* The Flap-jack lode, in the seventy fathom level east of the engine-shaft, is large and kindly, about four feet wide, composed of mundic, spar, and copper ore, one foot of which, on the north part, is productive for the latter. With respect to the tribute pitches, you will perceive by the setting report, are looking favourable. F. PHILLIPS.

WEST WHEAL JEWEL MINING ASSOCIATION.

Sept. 2.—The ground to be cut down in Buckingham's shaft will be completed in the time specified. The forty-two east, on the south branch, is nine inches wide, black ores and spar; when the winze is down, we shall be able to set a pitch east and west at 4s. or 5s. in the 1*l.*; there is a good branch of ore in the winze, worth 5*l.* per fathom. At the south adit shaft, we have commenced sinking below the thirty fathom level, ground favourable; we have also resumed driving the thirty cross-cut south in favourable ground. The thirty west, on the south lode, is twenty inches wide, spar, prian, and stones of black and grey ores; the lode looks more promising than when last reported. In the twelve fathom level east, on this lode, the lode is eighteen inches wide, spar and mundic, in a fine channel of ground, and we expect this lode will shortly prove productive. S. LEAN.

TRELEIGH CONSOLS MINING COMPANY.

August 31.—The engine-shaft at Christoe is within two fathoms of being down for a fifty fathom level, in which the lode is producing good ore from one end to the other, so that we calculate on opening the next level in orey ground. The forty east is improved in appearance, and my next report is likely to give you a good account of it. The twenty fathom level, on the new lode, is large and regular, producing good ore, and leaving tribute ground. The twenty west, on Christoe lode, is eighteen inches wide, producing ore, and leaving tribute ground also. W. SINCOCK.

GREAT WHEAL CHARLOTTE MINING COMPANY.

Sept. 3.—The seventy-two fathom cross-cut has reached the lode, but in consequence of an increase of water we were obliged to abandon it until we had dropped a larger lift; however, since, we have seen a little of the lode, and find it looks promising, having a good leader of ore, from six to eight inches wide. You will perceive by the setting report that we have set the level to drive both east and west, consequently in a short time we shall be able to say more as to worth, &c. The lode in the sixty-two fathom level west has been driven through a good bunch of ore during the past month, yielding from eight to nine tons per fathom, worth 4*l.* to 5*l.* per ton. At present, I am sorry to say, the lode is not looking so well, owing to a slide falling in with it, however, I hope in driving a few feet it will improve again. The lode in the fifty-two fathom level west is large and poor; and the same may be said of the forty-two east and west. The thirty two fathom level west from Midsinter's continues much as for some time past, having a large promising lode, but poor. The lode in the twenty five fathom level west is about fifteen inches wide, and still continues to produce a little ore. The stopes in the back of the level have yielded from fifteen to twenty tons during the past month, and the ground still looks pretty well; you will see by the setting report that we have set it on tribute, at 7s. 6d. in 1*l.* I fear the returns for the last two months will be under the preceding two, but, at the same time, we shall have a greater quantity of adventurers' ores, which will be clear money to them. Our quantity will probably be—tributers' ores, 110 tons, worth 275*l.*; adventurers' ditto, 40 tons, worth 200*l.* We cannot calculate on having a greater quantity for some months to come, unless the ground be worked to great disadvantage.

REDMOOR CONSOLIDATED MINING COMPANY.

Sept. 2.—Having this instant held the usual monthly setting for September, I beg to hand you my report of these mines. Johnson's engine-shaft is sunk below the seventy fathom level seven fathoms; the ground is somewhat harder than when I inspected it last month. The silver-lead lode is about seven inches wide, and very rich. At the seventy fathom level we have been driving east and west on Johnson's tin and copper lode, which we have often reported to you as being split into branches: we find it still of that nature, but much harder, and, consequently, have concluded on suspending operations there until we can ascertain what is likely to be the result of the eighty fathom level. The same men we have removed to the higher or north mine, to expedite the working on the new copper lode there. At this level (the seventy) we are driving north on the lead lode, and have communicated it with Johnson's whim shaft; at that level the lode is eight inches wide, and very rich. The lode going south, at this level, is also about four inches wide, and yielding good work. At the sixty fathom level north the lode is six inches wide, solid silver-lead ore, of the richest quality. At the north mine, the twenty fathom level driving east, on the new copper lode, appears at present to be in rather a disordered state, and is divided into three parts, from six to eight inches wide (each), they are orey, but not so good as before; the ground is easy and promising. In going west the lode is quite regular, but not so large within the last fathom or two in driving; its present size is from eighteen inches to two feet wide, and producing excellent stones of rich quality ore—a very promising level. We expect the cross-cut driven by the former managers from the engine-shaft is now within four or five fathoms of the copper lode, and is situated twenty-three fathoms west of the present western end, and we have this day set the same to drive, which we hope will be accomplished by our next setting day. I have now given orders for a new ten fathom lift of pumps to fork the water at the thirty fathom level, in order to cross-cut the copper lode with all possible speed. We expect forty fathoms to drive there before we cut the said lode, but until I can examine the ground, which is now under water, I cannot say what time will be required to intersect the lode at the said thirty fathom level. We have set to-day ten pitches, varying from 2*l.* to 9*l.* per ton for the best (No. 1) ore, and four other pitches—their time not out until next setting day—making altogether fourteen pitches, employing twenty-nine men as tributers. Our last computed parcel of No. 1 ore, eleven and a half tons, sold to Mr. Bartley for 16*l.* 15s. per ton, and the No. 2 parcel, computed eleven tons, was sold to B. Somers, Esq., at 6*l.* per ton. Our next sampling will pretty much exceed the former. R. ROWE.

TINCROFT MINING COMPANY.

August 28.—I beg to hand you my report of the state and prospects of this mine, viz.:—The lode in the engine-shaft continues large, and equally good as for some time past, and worth about 50*l.* per fathom. The lode in the 142 west is about two and a half feet wide, and good work for tin, with some copper ore. The east end, at the same level, is now being suspended till the level shall be better ventilated. The lode in the 132 west is still in an unsettled state, not having passed quite through the cross branches. The pitches in the back and bottom of this level are looking well both for tin and copper ore. The lode in the 120 west is large, and producing good work for copper ore, and very promising. The east end, same level, is yielding fair quality work for tin; the stopes in the back of the 110 are still yielding excellent work for tin. The lode in the 100 end is about three feet wide, fair quality work for tin, and very promising. The ninety end is still looking well, yielding from four to five tons of copper per fathom. The eighty-one is yielding fair quality tin stuff, with some copper ore. The seventy-two will yield about four tons of copper ore per fathom; other tutwork bargains continue much the same as usual. Our tribute department wears a very encouraging aspect, and on the whole our prospects are of a cheering description. We commenced building the new engine-house on Monday last, and hope to get it completed in about seven weeks; the new shaft is sunk about six and a half fathoms. W. PAUL.

TAMAR SILVER-LEAD MINING COMPANY.

August 31.—I arrived here on Thursday evening last, the 29th inst.; yesterday, as usual, I inspected the underground workings, and to-day held the monthly setting for September. We have set thirteen pitches, varying from 8s. to 13s. out of the 1*l.*, on the value of lead only, as heretofore. We have also four pitches working, making altogether seventeen pitches, and employing fifty-two men as tributers. At the 145 fathom level the lode is about one foot wide, impregnated with lead, mundic, jack, &c., and the ground moderate. We have now set the 125 fathom level to drive north of the engine-shaft, which we consider an object deserving further trial. The lode in the 115 fathom level (south) is as yet small and poor. We have still some distance to drive before we get under the orey ground in the levels above. In the 105 fathom level going south the lode is two feet wide, and producing good work. At the ninety-five fathom the lode is about eighteen inches wide, and good saving work. At the eighty-five fathom level the lode is one foot wide, and rich for ore. At the seventy-five fathom level the lode is twenty inches wide, very promising, and yielding good work, so that, on the whole, our levels never looked better; and I am happy to say the prospects throughout the mine never more cheering than at the present time. Our last, computed forty-five tons of No. 1 ore, sold to B. Somers, Esq., at 13*l.* 10s. 6d. per ton, and No. 2 (six tons), to R. and W. Michell, at 7*l.* 9s. per ton. I consider our next sampling will be quite as good as the last. R. ROWE.

UNITED HILLS MINING COMPANY.

Sept. 3.—In the adit level the lode is seven feet wide, with little or no alteration. In the ten fathom level the lode is 1 ft. 6 in. wide, and still poor. In the twenty fathom level (eastward) the lode is from three to four feet wide, with a promising appearance. In the twenty-seven fathom level, the lode in this winze continues its size, and is producing ore of a fair quality; this winze is sinking just over where we first discovered the ore in the thirty-six fathom level. The lode in the thirty fathom level winze is five feet wide, producing good ore throughout. In the thirty-six fathom level the lode in the eastern end is two feet wide, with stones of ore; the lode in the western end is four feet wide, with ore, but coarse in quality. In the forty fathom level driving west of engine shaft no alteration. In the end east of Williams's shaft the lode is about the same size, but not producing so much ore as reported last week. The stopes west of said shaft without alteration. No lode broken down in Williams's shaft since our last report. C. PENROSE.

PERRAN CONSOLIDATED MINING COMPANY.

Sept. 2.—In the absence of Capt. Rowe, I hereby hand you the following report of these mines:—Within the last fortnight we have had several breakages in the flat-rods, bobs, &c., which have greatly impeded our underground operations, but am glad to state, that we have again set it all right, and are now in a regular course of working. Windus's Flat-rod engine-shaft is sunk about three fathoms below the twenty-five fathom level. In driving the twenty-five fathom level east, we find the lode and ground latterly to be very soft, wet, and difficult; all we can say respecting the prospects here is, that we find lead washing out with the flood of water issuing from the lode. At the fifteen fathom level, going east, we have a large lode, composed of soft spar, mundic, lead, &c. Our tribute pitches remain just as I informed you in the last report. JOHN WEBB.

CORNUBIAN MINE.

Sept. 3.—Reporting of this mine to-day, I beg to observe that our sumpmen are now cutting the platt at the fifty fathom level, and then we shall sink for the bearers and cisterns, which will be from nine to twelve feet; that will depend on the firmness of the ground, and before we cut the south lode we must alter the pitwork, and get a larger lift to the fifty fathom level. I am happy to inform you that our forty fathom level west has improved since I wrote you last; this promises well for the fifty fathom level. The thirty-two fathom level west, on Chiverton lode, is improved since last report; the same level east is poor at present. We have now dressed fifteen tons, undressed seventeen tons, broke underground nine tons. JOHN BORLASE.

GWINEAR MINING COMPANY.

August 29.—Sold this day 1 ton 14 cwt. 3 qrs. 5 lbs. tin, at 45*l.* 12s. 6d. per ton, producing 79*l.* 7s. 6d.; ditto 11 cwt. 0 qrs. 25 lbs., at 40*l.* ditto, 22*l.* 9s.

August 31.—In the twenty fathom level east the lode is eight inches wide, with spots of tin. The twenty fathom level west is suspended. In the ten fathom level east the ground is good, with small branches of tin. C. H. RICHARDS.

ST. HILARY MINING COMPANY.

August 29.—Fifty tons of ore were this day sold, at 6*l.* 8s. 6d. per ton; and sixteen ditto at 9*l.* 11s. 6d. ditto.

August 30.—In the eighty fathom level east the lode is twenty inches wide, with a branch of ore four inches wide, very kindly. In the eighty fathom level west the lode is twelve inches wide, good ore, much improved. In the seventy fathom level west the lode is twelve inches wide, good ore. In the seventy fathom level east the lode is twenty inches wide, orey throughout. In the winze, bottom of seventy fathom level west, the lode is fifteen inches wide, producing two tons of rich yellow ore per fathom. We have communicated the winze in bottom of sixty fathom level with the rise in back of the seventy fathom level. The mine has much improved during the past week. C. H. RICHARDS.

FOREIGN MINES.

BRAZILIAN COMPANY.

Cata Branca, June 19.—We cannot report the new sink going down so rapidly as we could wish, neither is the stone in appearance so good as we have seen it; however, variation is the appearance of the lode at different horizons is, as you are aware, no new feature. The stamps (thirty six heads) have been fully kept, and last week's return is good. This promises to be equally so. The south side of No. 3 stamping engine will, we expect, be at work in about ten days. It will begin with the lode from No. 8 sink. We are sorry to inform you the gudgeon of north side of No. 2 broke on the 15th, but was repaired, and the stamps going again on the 17th.

June 29.—We have the pleasure to announce to you that the south side of the new engine has gone to work with five heads this afternoon to make her bed; the other ten heads will work on Monday (July 1st) for the same purpose, and on Monday evening it will go on stamping with ten heads on the lode from No. 8 sink. E. HARDING. W. T. GRIFFITHS.

		Lb.	oz.	dwt.	gr.
Gold return, week ending 14th June		20	10	0	15
Ditto do.	21st	18	8	5	11
Ditto do.	28th	22	6	9	21

MINAS GERAES MINING COMPANY.

Morro dos Ahnos, June 19.—Our operations have since continued without material alteration, as you will see from my diary enclosed, except some favourable indication in the south end of the discovery level, in which, after driving about twenty fathoms in sterile ground, on the course of the strata, south of the landing level, we cut a quartz bed, which, although as yet small, presents favourable signs of its opening further south, and, if so, will make a new vein entire up to grass.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, June 22.—Babo Mines.—The repairing of the Capellan wheel, together with two or three trivial accidents, such as breaking the horizontal or vertical rods, caused some hindrance in the breaking and raising ore, that the Lyon's stamps have not been kept regularly at work; the supply of ore is now improving, but Captain Bennetts informs me that the two flaku shaft kibbles cannot raise sufficient ore to supply the Lyon; this we have

tried the last two days; the kibbles have been constantly drawing, still the ore is not sufficient for the stamps to go through the Sunday, he therefore proposes putting a pair or two of borers on the stope between Duval and Cotesworth, merely to assist in keeping the Lyon supplied with Bahu ore.

Quebra Panella.—The supply of ore is improving, and as soon as the stope is advanced a little further we shall have more stone, and be enabled to put the Capellao to work. Mr. Smyth informs me that the stone from this part of the mine is improving.

Gamba.—The ore is poor at present from this mine; in the shaft they have sunk five feet, and next week a new stope will be taken up.

Reduction Department.—The produce, I am glad to observe, appears to be improving.

CANDONGA MINING COMPANY.

June 1.—Mina Mestre Shaft.—In the beginning of the month we were employed cutting down the ground for the level as described in the report of the 11th ult., which being completed, we recommenced to drive the level, 3 fms. 2 ft. of which has been driven; in the meantime the men who were employed cutting down the cross-course and lode have been occupied in putting in a stull, and since then have been working in the back of the forty-two fathom level, where gold is still to be seen, but in our progress in the whole we have not found it so rich as described in the last monthly report. In driving the above-mentioned forty-two fathom level, which is on a fluccan intermixed with hard quartz, and up to the present time described as a cross-course, but now nearly running parallel with the lode, we can scarcely venture to call it so, although at the same time it has an opposite inclination, as was anticipated in the report of the 18th August, 1838. We have now the lode in the back of the level, which is over the said parallel course, and also we have it at the bottom of the level, which is under the said parallel course, and in both places gold is to be seen.

Ox Shaft, Twenty-seven Fathom Level.—In driving the level on the Mina de Pedra branch seven fathoms have been driven, and we have completed on the Mina Mestre branch five fathoms, without any material change.

Deep Adit.—Seven fathoms driven during the month, without any alteration having taken place in the state of the ground.

Cachoeira and Mill Levels.—These levels are suspended, the men employed in driving a small level for air—six fathoms driven.

J. Dalley.

June 3.—It will be perceived that the produce for May has not reached the figure of April, but then let us see how we can account for this failure; putting in a stull is not the work of one day only, where there is shooting ground, unless it were useless to throw away time, and incur expenses in doing that which will most likely be knocked down by the blasting of two or three holes. Holidays have also intervened with us; Whit Monday, according to custom, acknowledged as such, but some two or three days after scarcely finds us in proper trim. The elbow of ground which has been mentioned, up to the present time remains untouched.

A. F. Goodridge, M.D.

June 8.—Mina Mestre Shaft—Forty-two Fathom Level.—The end has been pushed on, and good progress has been made during the week; the workings in the back of the level exhibit a small quantity of gold, but on the whole it appears to be declining. In the workings under the level the gold continues to make below the (formerly called) cross-course. We have also drawn out the water from the old bottoms under this level, with the intention of sinking a winze through a channel of ground of a different nature to anything yet seen in this mine.

Ox Shaft—Twenty-seven Fathom Level.—Mina de Pedra Branch.—The workings go on as usual.

Deep Adit.—No alteration.

Cachoeira Level.—This small level, mentioned in previous reports, being communicated, we shall recommence to drive this work on the course of the lode under the head of "Cachoeira Level," as before.

J. Dalley.

June 13.—Our most interesting point, Mina Mestre shaft, does not, according to the report, wear so favourable an appearance as described in my last respects; however, we are now so much accustomed to sudden changes, that any temporary falling off should not be regarded as a sufficient reason to depress our spirits. On the contrary, I am convinced that this circumstance rather tends to increase our ardour, and stimulate us to redoubled exertions, with the hope that in our progress we may hit on something rich. Gold is to be seen in two places, but poor. It has happened before now that a single hole, after bearing well, has laid open a very productive branch. I scarcely know what to call the channel of ground spoken of, but certainly it is most unauriferous-looking. Yesterday there was another change, and gold was found plentiful in a soft brown formation, such as we have already met with. It is probable that as we advance the lode may assume a more settled appearance, and may again yield some rich stuff for the stamps.

A. F. Goodridge, M.D.

	lb.	oz.	dwt.	gr.
Total, up to 2d May	89	11	7	18
,, 1st June	29	0	3	22
,, 12th ditto	4	5	17	16
	123	5	9	8

A. F. Goodridge, M.D. E. W. J. Lott. F. W. Hagan.

RAILWAY INTELLIGENCE.

London and Birmingham Railway.—The following is the return of traffic on this line for the week, ending the 31st ult.:—For conveyance of passengers, parcels, carriages, horses, and mails, 13,209*l.* 0s. 2d.; ditto for merchandise, 1726*l.* 12s. 2d.; ditto for cattle, 24*l.* 9s. 6d.—Total, 14,960*l.* 1s. 10d.

London and Croydon Railway.—Traffic return from the 31st ult. to the 4th inst., inclusive:—August 31st, 58*l.* 17s. 5d.; Sept. 1st, 104*l.* 16s. 9d.; 2d, 93*l.* 2s. 3d.; 3d, 66*l.* 5s. 3d.; 4th, 89*l.* 19s. 1d.—Total, 413*l.* 0s. 9d.

Great Western Railway.—The following is the return of traffic on this line from Monday, 26th ult. to Sunday, 1st inst.:—Coaches 258, horses 42, and passengers 14,671½, producing the sum of 2535*l.* 5s. 5d.; and for the three following days, Monday, 2d, 400*l.* 1s. 6d.; Tuesday, 3d, 321*l.* 5s. 3d.; Wednesday, 4th, 337*l.* 11s. 10d.

Llanelly Railway.—This railway was completed two miles above Pontardulais, a few weeks since, and the various contracts up to Duffryn and the branch to Cwm Amman are in a forward state of progress. Contracts are let, and the branch to Mynydd Mawr began upon. Several gangs are at work up to Cottage Hall; and we expect shortly that the terminus at Gors Coch will be also in hand. The entire of this railway will be open for traffic early in the spring.—*Merthyr Guardian.*

Falmouth Railroad.—We are informed that Sir Charles Lemon and Lady Basset have intimated their intention of giving the land which may be wanted for the proposed railway from Falmouth to Exeter in such parts of the line as may run through their estates.—*West Briton.*

Railroads in France.—In France the locomotive system has not been understood; large sums have been frittered away without any important result or future advantage. It appears that 8,000,000 sterling has been expended on mere intermediate railroads, whereas, for the same sum, a fine and extensive line might have been established, to the great improvement of the communication with foreign countries. France is, therefore, far behind her neighbours in this respect, and there is little promise of her awakening from this state of torpor.

Dublin and Drogheda Railway.—We are rejoiced to learn, that this praiseworthy undertaking is at length about to be proceeded with. The Manchester shareholders have raised a sum sufficient to purchase the land of the entire line, and are determined to push on the works with vigour. They have employed experienced and trustworthy gentlemen to come over here to examine the line, and to take an accurate account of the actual passenger traffic between Drogheda and Dublin.—*Drogheda Argus.*

Railway between Carlisle and Glasgow.—Mr. Locke, the engineer, is now employed in surveying the country between Carlisle and Glasgow, for a line of railway in connection with the projected Penrith and Carlisle one. The line will pass near to the West-walls, so as to form a central station for the city. The importance of this, and the line generally, to the future interests of Carlisle, must be obvious to every one.—*Carlisle Patriot.*

Fatal Mine Accidents.—On Friday week, a young man named David Eddy, aged seventeen, while at work in Levant mine, lost his balance and fell into a shaft of twenty fathoms. He was killed on the spot.—As the son of Captain Stevens was leaning over the engine at Wheal Kitty mine, the engine man put the engine to work, when the poor youth had his head pulled from off his body.

Exportation of the Precious Metals.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 31st ult., is as follows:—Gold bars to Hamburg, 700 oz. Gold coin to Mauritius, 781 oz. Silver coin to Hamburg, 13,500 oz.; Canada, 16,000 oz.; Gibraltar, 40,000 oz. Silver bars to Hamburg, 4000 oz.

RAILROAD AND TURNPIKE TRUSTS REPORT.

The select committee of the House of Commons appointed for the purpose of ascertaining how far the formation of railroads may affect the interest of turnpike trusts, and the creditors of such trusts; and to whom several petitions were referred, and who were empowered to report their observations, together with the minutes of evidence taken before them; have considered the matters to them referred, and have agreed to the following report:—

Your committee deem it advisable to separate the subject under their consideration into,

1. A statement of the existing debts, and of the present condition of turnpike trusts;

2. The best means of improving the state of the finances, and of amending the laws and enactments as at present constituted in relation to such trusts.

On these two heads your committee have founded their opinion on the returns they obtained, on the evidence of the witnesses examined, and on the able reports on the subject of turnpike trusts and tolls made by the Lords' committee in 1833, and of the committee of this house in August, 1836.

With reference to the first point mentioned, it appears that the present amount of debt of the turnpike trusts in England and Wales exceeds 9,000,000*l.*, and that it is annually increasing, in consequence of the practice prevailing in several of the trusts of converting the unpaid interest into principal, the trustees giving bonds bearing interest for the amount of interest due. By this practice the bonded debt is annually augmented, while the sum of interest due is also increased.

The difficulties of the turnpike trusts have also been augmented by the abolition of statute labour, and of the composition in its place, the loss of which has been estimated by a most intelligent witness at about 200,000*l.* per annum.

This condition of the turnpike trusts is not likely to be improved by the railroads already formed. There is every reason to believe that an extension of railroads will take place in the course of each succeeding year, which must seriously diminish the revenue of the turnpike trusts in many parts of the kingdom. The gradual decline in the transit on turnpike roads in some parts of the country arises not only from the railways formed, but from steam-vessels plying in rivers, and as coasting traders. Wherever mechanical power has been substituted for animal power, the result has hitherto been that the labour is performed at a cheaper rate; it must, therefore, appear very doubtful whether any circumstance will ever restore the transit trade to its former channel, the course of science and its concomitant improved mechanical power being found seldom to retrograde, but generally to advance. Your committee must observe here that although the lines of turnpike-road running parallel to steam communication are less frequented, it appears that nearly all roads or highways leading to stations or termini of steam communication have increased in their traffic, although the aggregate of this increase may not probably be found equal to the amount of the decrease on the lines of road first mentioned.

Another result also is likely to take place prejudicial to those turnpike trusts that are unable to liquidate the debts they have incurred. In several instances the creditors have (it appears) exercised the power given them under the general turnpike Act of taking possession of the tolls to secure the payment of their mortgage or bonded securities, and the interest due on them, the result of which must be to throw the burden of repairs and of the maintenance of such roads on the several parishes through which they pass. Should such measures now taken by some creditors become general throughout the kingdom, the proprietors and holders of land will not only have to pay the tolls as usual, but must also be called on to defray the expense of keeping the road in a proper state for the public use by an additional highway-rate, to be levied on the parishes where the tolls paid by the public are seized by the creditor.

Considerable difficulty arises in suggesting a remedy for this state of the turnpike trusts, and your committee cannot but regret that no amendment in the existing laws has yet taken place, although a consolidation of trusts was strongly recommended in the report of the Lords' committee, August 21, 1833, and in the report of the committee of the House of Commons, August 9, 1836, as likely to effect a great saving in the yearly expenditure, and to secure an improved system of management. It is impossible for your committee to arrive at any other conclusion than this, that no time ought to be lost in framing some legislative enactment with a view to remedy the present state of the laws regarding turnpike trusts.

Your committee suggest, that to save the expense and useless machinery now arising from the management of small trusts, unions of trusts should be formed, including all roads within a district, the radius of which it has been suggested shall not exceed fifteen miles.

The plan most likely to be satisfactory to the conflicting interests concerned may be to place the power of controul and superintendence in a certain number of local trustees, to be elected by the present trustees of each road out of their own number, in proportion to the magnitude of each trust, and that the whole number so elected from the separate trusts shall be the trustees of each united trust, possessing the same powers and authority in such office as were before vested in the trustees by the several local acts.

It has been suggested to your committee that such a measure could not be satisfactorily arranged, unless the practice of renewing the separate local turnpike Acts be discontinued.

This object has been kept in view by an annual sessional bill for continuing turnpike trust local acts that would otherwise have expired, and by which general bill the powers of several trusts are thus continued from year to year, in anticipation of some further legislative enactments as regards turnpike trusts.

Your committee are of opinion, that persons should be appointed for the purpose of arranging the turnpike trusts of the kingdom into unions, and to direct their formation with as little delay as possible; and also on the expiration of each local turnpike Act, to direct that such trust should merge into and become a portion of one of the unions, having elected some of the acting trustees to form part of the board of the united trust, the funds of each trust being kept separate. By these means a just and equitable arrangement of the real and fair value of the bonded debts could be made, the legal claim on the creditors being fully satisfied from the period of the local Act under which they advanced their money having expired. It being also understood that such provision will be made by legislative enactments as may enable the trustees of the newly-formed unions to establish tolls on the various roads in their district, by which the debts of the several creditors may be secured in a satisfactory manner.

It appears to your committee that the statute labour, or a composition in its place, ought to be restored.

Your committee cannot but be of opinion that the proportion between the scale of duty imposed on these modes of conveyance by land should be brought nearer to an equality. As far as an approximation can be made, by comparing the scale of duty on the average number of passengers conveyed by railroads, or by public carriages and posting on common roads, it appears the duty is as follows:—

For every passenger by the railway, one-eighth of a penny per mile.
For every passenger by a stage-coach, one-fourth of a penny per mile.
For every person travelling by post, three-fourths of a penny per mile.
While the conveyance of passengers by water is entirely free from duty.*

It appears that the use of steam-carriages on turnpike-roads might be encouraged by lessening the tolls payable on such carriages, which (as appears from the evidence of one of the witnesses examined) in some trusts are equal to a prohibition, although such carriages are considered to cause less injury to the roads than those of less weight drawn by horses.

Forming their opinion from the evidence, the returns laid before them sent from various counties, and from the general state of the roads throughout the kingdom, your committee do not feel justified in pointing out any other remedy for replacing the turnpike trusts and funds in a satisfactory state than the system of legislation they have here recommended.

* Report of Committee of House of Commons, on Internal Communication Taxation, 1837.

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	3 & 4		5 & 6			3 & 4		5 & 6	
Common iron, per cwt.	10s	0d	10s	0d	Iron-wire sieves, each	2s	0d	2s	0
Half-inch square ditto	11	0	11	6	Iron-wire work, per foot	1	6	1	6
Best tough whim chain	20	0	20	0	Board nails, per cwt.	19	6	19	6
Boiler plates	15	6	15	0	Half-board ditto, per 1000	5	0	5	0
Hoop iron	14	0	14	0	Hatch ditto	8	8	8	8
Nail rods	13	0	13	6	Half-hatch ditto	5	0	5	0
Miners' shovels	32	0	32	0	Linseed oil, per gallon	3	0	3	0
Charcoal iron	25	6	24	6	Rape ditto	4	0	3	10
Gunpowder, per 100 lbs.	60	0	60	0	Birch, per foot	1	7	1	7
Leather, per lb.	1	11	1	11	Pine	1	6	1	6
Coals, per ton, at quay	14	0	14	0	Sheet lead, per cwt.	24	4	24	0
Candles, per dozen lbs.	5	4	5	8	Barrow bends	11	6	11	6
Tallow, per cwt.	47	6	49	6	H 3 steel (112lbs.)	32	0	32	0
Ropes	46	0	46	6	Jn. nails	19	6	19	6
Flat ropes	46	0	54	0	Pick hilts	1	6	1	6
Hemp	0	5½	0	5	Shovel hilts	3	6	3	0
White yarn, per lb.	0	6	0	5½	White ground lead	30	0	32	0
White rope	0	6	0	5½	Red lead	30	6	29	0
Brass-wire sieves, each	4	4	4	4	Best rolled iron	12	6	12	0
Ditto machine	23	0	23	0	Blistered steel	42	0	42	0

, The figures at the top of the columns refer to months—as 1 Jan., 2 Feb., &c.

PURCHASES OF COPPER ORES AT SWANSEA,

August 28.

Purchasers.	Mines.	Tons.	Total	Price. £ s. d.	Amount. £ s. d.	Total Amount. £ s. d.
1. Freeman and Co.	Cobre	78		9 13 0	733 9 0	
—	Ballygahan	40		2 15 0	110 0 0	
—	Simnes Dylluan	14		7 3 6	99 15 0	
—	Llanberris	8	130	4 12 0	36 16 0	979 19 0
2. Grenfells	Chili	18		12 10 0	233 2 0	
—	....	32		47 2 6	1508 0 0	
—	....	30		48 12 0	1458 0 0	
—	Ballymurtagh	84		1 18 6	161 14 0	
—	....	73		1 18 6	140 10 6	
—	Chili	40	296	37 7 0	1349 3 0	4641 9 8
3. Sims, Willyams, Nevill, and Co.	Cuba	43		12 0 0	517 1 6	
	....	28		47 15 6	1337 14 0	
	Holme Slag	7	78	3 13 6	25 14 6	1880 10 0
4. Vivian and Sons.	Cuba	102		11 14 0	1193 8 0	
	....	100		11 12 0	1160 0 0	
—	....	96		12 1 0	1156 16 0	
—	....	93		11 18 0	1106 14 0	
—	Chili	10		46 11 0	464 9 0	
—	....	8		51 15 0	414 0 0	
—	....	16		54 9 0	871 4 0	
—	Valparaiso	60	494	14 1 0	843 0 0	7209 11 0
Williams and 5. Co.	Cuba	94		11 19 0	1123 6 0	
	....	43		12 0 6	517 1 6	
—	Chili	107		13 8 6	1436 9 6	
—	....	28		48 6 6	1346 13 6	
—	....	63		3 13 0	219 0 0	
—	Ballymurtagh	87		2 2 0	187 1 0	
—	....	40		2 0 6	81 0 0	
—	Cobre	69		10 9 6	722 15 6	
—	....	78		25 4 6	1967 11 0	
—	Chili	94		20 17 6	1962 3 0	
—	....	76		21 16 0	1656 16 0	
—	Llandidno	69		9 12 6	664 2 6	
—	Drwsycoed	22	865	5 10 6	121 11 0	11907 12 0
Mines Royal 6. Co.	Valparaiso	95	95	20 6 0	....	1929 10 0
			1956			29167 12 0

SALE OF COPPER ORES AT POOL.

Sampled Aug. 21, and Sold at Sorpell's Hotel, Pool, Sept. 5.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ s. d.	Purchasers
Consols	114	5 16 6	Freemans.	W. Chance	74	6 14 6	Mines Royal
ditto	105	4 7 0	Vivians.	ditto	31	2 13 6	English Co.
ditto	104	4 13 6	——	Dolcoath	105	1 0 0	P. Grenfells.
ditto	103	3 11 0	Nevill & Co.	ditto	77	5 8 0	Mines Royal
ditto	92	5 6 0	Freemans.	ditto	61	4 1 0	P. Grenfells.
ditto	89	7 9 6	——	ditto	50	1 16 6	English Co.
ditto	87	5 12 6	English Co.	ditto	34	1 18 0	Nevill & Co.
ditto	80	6 8 6	——	Fowey C.	103	5 6 5	Freemans.
ditto	2	16 13 0	Vivians.	ditto	101	5 13 0	——
N Roskear	92	6 14 0	——	ditto	30	13 12 0	P. Grenfells.
ditto	87	2 1 6	P. Grenfells.	E. Crofty	61	4 11 6	English Co.
ditto	88	5 12 6	Williams.	ditto	50	6 12 6	Vivians.
ditto	81	6 17 6	Vivians.	Longclose	60	5 1 0	English Co.
ditto	80	5 18 6	Williams.	ditto	51	5 0 0	——
ditto	75	5 14 6	——	Wh. Lydia	83	2 14 0	Williams.
ditto	65	4 2 0	English Co.	ditto	61	4 6 0	Mines Royal
ditto	59	4 8 6	P. Grenfells.	ditto	23	2 17 6	Nevill & Co.
United H.	83	3 7 6	Nevill & Co.	S. Towan	59	4 19 6	Mines Royal
ditto	80	10 4 6	Williams.	Tincroft	67	4 8 6	Nevill & Co.
ditto	80	2 11 6	Nevill & Co.	ditto	50	2 5 6	English Co.
ditto	54	4 16 0	——	ditto	20	2 13 6	——
ditto	38	3 10 0	——	ditto	29	1 4 6	P. Grenfells.
ditto	26	1 10 6	Williams.	S. Basset	80	3 19 0	Williams.
S. Roskear	90	4 11 0	English Co.	ditto	44	4 9 0	——
ditto	59	6 7 0	Williams.	W. Sparrow	16	4 6 0	Vivians.
W. Chance	76	4 8 6	——	Wh. Toigus	11	2 0 6	P. Grenfell's.

TOTAL PRODUCE.

Mines	Tons	Amount	Mines	Tons	Amount
Consolidated	776	£4128 0 0	East Wh. Crofty, Longclose	330	£1380 14 0
North Roskear	629	3231 13 6	Wheal Lydia, South Towan	213	709 13 0
United Hills	340	1661 18 0	Tincroft	176	539 0 0
South Roskear, Wheal Chance	336	1729 6 6	South Wh. Basset	120	520 14 0
Dolcoath	330	929 12 6	Wheal Sparrow	16	69 16 0
Fowey Consols	339	1382 2 0	Wheal Toigus	11	22 5 6

Average standard, 102*l.* 1s.—Average produce, 7¼.—Average price, 4*l.* 15s. 6d.—Quantity of ore, 3413.—Quantity of fine copper, 252 tons 7 cwt.—Amount of money, 16,380*l.* 14s. 6d.—Average standard of last sale, 102*l.* 10s. 0d.—Produce, 7½.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 601; Wheal Friendship, Rospeath, and Trevarton Downs, 431; Marazion, 342; Fowey Consols, 295; Tresavean, 254; Wheal Julia, 222; Wheal Buller and Wheal Beauchamp, 212; Levant, 199; Relistian, 150; Providence Mines, 147; Wheal Speed, 142; Wheal Busy, 111; Great Work, 69; Trevaskus, 34; Wheal Cock, 8.—Total, 3429.

Copper ore for sale on Thursday week, at Pearce's Hotel, Truro. Mines and Parcels.—Tresavean, 804; Wheal Jewel, 505; Tretheilan, 386, Hallenbeagle, 309; Wheal Unity Wood, 297; Fowey Consols, 254; Cook's Kitchen, 200; Carharrack and Wheal Maiden, 157; Poldice, 156; Wheal Harmony, 125; Wheal Damsel, 25.—Total, 3329.

FROM THE LONDON GAZETTE,

Tuesday, September 3.

BANKRUPTCY ANNULLED.

Edward Cart, Barton-upon-Humber, Lincolnshire, starch-manufacturer.

BANKRUPTS.

H. Harvey, Hatton-garden, merchant. [Phillips, Size-lane, Bucklersbury.
J. P. Bradford, jun., Liverpool, spirit-merchant. [Wilton, Gray's Inn-square.
R. Simpson, Embleton, Cumberland, innkeeper. [Coke, Furnival's Inn.
H. Lewis, Salford, Lancashire, clothier. [Rogerson, Norfolk-street, Strand.
S. Lawnsley, Bradford, Yorkshire, stuff-manufacturer. [Battye, Chancery-lane.
J. Smith, Leeds, woollen-draper. [Wiglesworth and Co., Gray's Inn-square.
G. Long, Oakhampton, Devonshire, linen-draper. [Sole, Aldermanbury.
H. Higson, Bolton-le-Moors, Lancashire, common-brewer. [Chilton and Arland, Chancery-lane.

Certificates to be granted, unless cause be shown to the contrary, on or before Sept. 24.

G. K. Longdon, Cheltenham, stone mason—J. Hodges, Cirencester, Gloucestershire, victualler—W. J. de L. Arnold, Norway-wharf, Westminster, and Norwood, coal-merchant—J. Glover, Stafford, painter.

Friday, Sept. 6.

INSOLVENTS.

Sept. 3—W. J. and J. G. Marshall, Cousin-lane, City, wholesale-grocers.

BANKRUPTS.

J. Baker and G. Wallis, Edward-street, City-road, farriers. [Winter, Williams, and Williams, Bedford-row.
G. L. Williams, Portland-road, Marylebone, builder. [Hudson, Old Jewry.
T. B. Taylor, Portsea, bill-broker. [Goodeve, Raymond-buildings, Gray's-inn.
W. Edwards and T. H. B. Venour, Leamington Priors, Warwickshire, scriveners. [Swain, Stevens, and Co., Frederick's-place, Old Jewry.
W. Preedy, Oxford, grocer. [Amory, Throgmorton-street.
G. S. Curry, Yeovil, Somersetshire, glove-manufacturer. [Douglas and Cragg, Verulam-buildings, Gray's-inn.
J. Robinson, Shavington-cum-Gresty, Cheshire, cheese-factor. [Pinniger and Westmacott, Gray's Inn-square.
W. Raley, Redruth, Cornwall, leatherseller. [Clarke and Tanqueray, Bishopsgate Churchyard.

Certificates to be granted, unless cause be shown to the contrary, on or before Sept. 27.

G. J. Burnham, Bedford, druggist—W. J. Potter, Little Compton-street, Soho, victualler—J. Rainford, Leamington Priors, Warwickshire, coal-merchant—W. Moore, Newark-upon-Trent, innkeeper.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market:—Beddle's Hartley 21 6—Chester 19 6—Holywell Main 20 6—Lowes's Main 17—Orde's Redheugh 17 0—Pontop Windsor 19 6—Smith's Pontop 19 6—Townley 19 3—West Hartley 21 3—Wylam 20 9—Blyth 17 6—Brampton 19—W. E. Killingworth 21 3—Riddell's 22 3—Belmont 22 3—Braddyll's Hetton 23—Haswell 23—Hetton 23—Lambton 23 6—Stewart's 23 6—Whitwell 22 3—Hartlepool 22 6—Adelaide 22 9—Barrett 22 3—Clarence Hetton 20 6—Gordon 21 9—Richardson Hartley 18—South Durham 22—Tees 22 9—Tennant 22.—Ships arrived, 18.

WEDNESDAY.

Bell, Robson, and Co.'s Hartley, 16 9—Carr's Hartley 21—Holywell Main 21—Orde's Redheugh 16—Original Windsor Pontop 20—Tanfield Moor Bute's 20 6—West Hartley 20 6—Wylam 20 6—W. E. Bell and Brown 21 9—Hilda 21 6—Killingworth 21 6—Belmont 22 6—Braddyll's Hetton 23—Haswell 23—Hetton 23—Lambton 23 6—Pemberton 21 6—Russell's Hetton 23—Stewart's 20 6—Whitwell 22—Hartlepool 22 6—Barrington Tees 20 6—Clarence Hetton 20 6—Richardson Hartley 18—South Durham 22—Tees 22 6—Tees Hetton 21 6—Blyth 17 6—Hartley 21 9—Netherton Main 19 3.—Ships arrived, 1.

FRIDAY.

Adair's 19 6—Bell, Robson, and Co.'s Hartley 16 9—Holywell Main 21—Original Windsor Pontop 20—Tanfield Moor 21 6—West Hartley 21 6—Willington 21 9—Wylam 21 6—Braddyll's Hetton 23 9—Haswell 23 9—Hetton 23 9—Lambton 23 9—Russell's Hetton 23—Stewart's 23 3—Whitwell 22—Hartlepool 23 3—Barrington Tees 20 6—Adelaide 22 6—Clarence Tees 19 9—Gordon 21 9—Seymour Tees 21 9—Tees 21 6—Tees Tennant 21—Blyth 17 6—Cowpen 6—Netherton Main 19 3—Pasley's Waterloo 21 6—Devonshire 24.—Ships arrived, 16.

per charge, or 45 cwt. per week each. The cost, then, would be—200 tons of ore and kibbling to the size of hazel nuts 1[illegible] pricking and grinding forty tons of cinders for decomposing the ore; 200 tons of slack or other fuel for roasting or heating the retorts; wages, say twenty-one men, for attending the retorts—and this will bring the prepared ore ready for the balling furnace. I may remark, that the labour and time, is so much less here than in the old mode of puddling, as to give the mode great favour in the eyes of the puddlers. In one instance, I saw one make 3½ cwt. of blooms per hour, in one furnace, and as only twenty minutes are required for a charge of 250 to 300 tons, I see no reason, when practice has more matured the process, why such a quantity as I have named should not be continuously produced.

As respects the quality of the iron,* I have only to state, that the party who took the first ton on trial, for chain cables, at 12*l.*, was so satisfied with its quality, that he applied for more at the same rate—a piece of chain which, according to the Liverpool corporation proof, should withstand a tension of nine tons, required twenty-two and a half tons to break it! I think the size was 11-16ths of an inch.

I have written the preceding more for the "trade" than the general reader. I firmly believe in the truth and correctness of all I have written, and in this conviction I repeat—that if mine be a profitless, the old mode must be a ruinous manufacture.

If I be right, may I hope that you will consider the importance of the subject a sufficient apology for the length to which I trespass on your columns. I am, Sir, yours, &c.,

Plimby Cottage, near Maryport, Sept. 3. W. N. CLAY.

* By the first opportunity, I will, if you please, send samples for your office.

[Most readily do we afford space for the insertion of Mr. Clay's letter, which will be read with interest. The frankness of Mr. C. will, we feel assured, be duly appreciated; and the practical information afforded, is in itself valuable, more particularly to the "trade." We shall be glad to receive the samples, which may be at any time inspected by parties interested.—ED. M. J.]

ON THE DECLINE IN THE "STANDARD."

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In allusion to the remarks in your leading article of last week, on the subject of the "standard," I am of opinion that the present decline in the price of ores demands the serious attention of all connected with mining property, and the causes require a strict scrutiny. I am also of opinion that there exists no legitimate reason why the price of ores should be lowered so much under the price of metallic copper. The additional quantities thrown up by the Consols late adventurers, and the heavy sales of foreign ores, are not sufficiently powerful to produce this effect on the standard—in fact, the quantity of foreign ores imported in six months, ending with June, 1839, was less than that imported in six months ending December, 1838, and yet prices have continued to decline. The very natural question, then, is, to what are we to attribute this fall in the price of ores? There can be only one answer to this, viz., the absence of a good and sufficient competition in the ore market. It is well known to many of my brother miners that there are two or three very large and extensive copper smelters, who, by coalition, have it in their power at any time to reduce prices—I am inclined, then, to attribute to this cause the fall in the standard, and not to what you advert.

I am, Sir, your obedient servant,

London, Sept. 2. A MINER.

[There can be no doubt but that the purchases of ores being confined principally to three or four houses, the miner has not the benefit of competition. In the past twelve months, ending 30th June, we find that the gross amount of ores purchased in Cornwall and at Swansea, by "tirketting," was 1,330,293*l.* 3s. 6d., of which nearly one-third was purchased by one firm, Messrs. Williams and Co., being 460,054*l.* 1s. 8d.; the purchases of Messrs. Vivian and Sons amounted to nearly one-fifth, (being 265,546*l.* 4s. 0d.; while that of Messrs. Grenfell and Sons was 208,552*l.* 11s. 1d.—the aggregate amount of the purchases of these three companies being 974,152*l.* 16s. 9d., being nearly two-thirds—while the remaining one-third was, with the exception of about 50,000*l.*, taken by four houses, viz., Messrs. Sims, Neville, and Co., Mines Royal Co., Freeman and Co., and Vigurs and Co. The question is one of moment, and will doubtless be further treated on by our correspondents.—ED. M. J.]

COINAGE OF BLOCK TIN IN CORNWALL AND DEVON.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The importance of obtaining correct accounts of the produce and value of the staple commodities of the country, and the general diffusion of such information, need not be urged as an apology for the following remarks.

It will be in the recollection of the readers of the *Mining Journal*, that about October in the last year the coinage of block tin in Cornwall and Devon was abolished, and a provision otherwise made in favour of the Duke of Cornwall for the loss of revenue contingent on the change. Looking at the whole process of coining, with the great delays and inconvenience to the tin smelters which were the result, it is incomprehensible how a system, without utility or wisdom to recommend it, if considered with reference to other articles of commerce, should have existed undisturbed for so many years. One benefit, however, and, indeed, almost the only one resulting from the tin coinages, so far as the writer is aware, was the regular quarterly (and, during the last few years of their existence, more frequent) publication of the quantity of tin coined at each coinage, affording at the year's end a correct statement of the total produce of the tin mines. There are thus in existence, and published in a connected form, official accounts for a series of years, giving the returns of the produce of this metal a great superiority to those of copper, which, it is well known, are taken from the weekly ticketting papers, in which the parcels of ore are stated from computed, and not absolute weight, the private sales not being at all included.

Of other metals raised in Cornwall (certainly of much less importance), but from which result a considerable yearly amount, such as lead and manganese, there is literally no statement whatever which can be depended on as compiled from official sources—that of the former metal, furnished by Mr. Taylor, in the *Mining Review*, No. IX., being a computation in round numbers, as is also, I believe, that of Mr. De la Beche, in his "Geological Survey," whilst Mr. Burr appears to have laboured under a similar difficulty, particularly with reference to manganese, in constructing the table of the "Statistics of British Minerals," appended to his very useful and instructive work on "Practical Geology."

The tin ticketting papers will certainly furnish an approximation to the produce, adding what must always be matter of supposition, something for private sales. The *Mining Review* for the last month affords an instance of the present state of the returns derived from the above source, very different indeed from the correctness displayed in the old official coinage lists. There is but little satisfaction in the descent from accuracy to inaccuracy, more especially if the former is still to be secured, and which perhaps is yet attainable.

The bill for establishing the Stannary Court provided that a payment should be made for its support of ½d. in 1*l.*, on the value of all the copper, lead, and, I believe, manganese and other minerals, and lately the same regulation has been introduced for the tin mines, the reason of their previous exemption being the coinage duties on that article, from which it is now free.

Judging from the general custom with respect to official publications, as well as from the fact that no individual interest can be affected by a diffusion of the most correct information, there would probably not be any objection on the part of those having access to official documents, whether here or in Cornwall, to furnish copies of the statements of produce on which the payments to the Stannary Courts have been, and may continue to be made, specifying the mines, the quantity and nature of the ore, whether tin, copper, lead, or manganese, &c., for publication periodically in your valuable Journal.

From such documents as these would much more correct returns than at present of the quantities and value of the staple commodities of the county be derived, and from the ease with which they may be extracted from the accounts delivered to the proper officers, I trust ere long to see the hint I have thrown out either adopted or some other method introduced whereby the desired end may be secured.

I am, Sir, your obedient servant,

Tincroft-road, Brixton, Sept. 2. H. T.

[We are obliged to our correspondent, "H. T.," whose suggestions, as far as they are found practicable, we shall most readily adopt; at the same time, we have to request of our readers that they will furnish us with such data as they possess, and if they can help us with copies of official documents referred to, we shall with pleasure transfer them to our columns.—ED. M. J.]

SOUTHAMPTON DOCKS COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The remarks which occasionally appear in your Journal, on the prospects held out by some of the numerous "prospectuses" which are continually making their appearance, are conducive, I have no doubt, to the interests of a considerable portion of your readers. I have long been convinced that the "reports" made by the directors of some companies are as fallacious as their prospectuses were deceptive, and I think if you were occasionally to dissect a few of them, that many persons who are led away by these plausible productions would have reason to feel grateful.

My attention at the present moment has been drawn to this subject by the account in the last Number of the *Mining Journal* of the meeting of the Southampton Docks Company, with the directors of which I am totally unacquainted, and on whose characters, as private individuals, I should therefore be truly sorry to cast the slightest imputation.

But, Sir, allow me to draw your attention to the statement of the worthy chairman, on his moving the adoption of the report, and I think you will, with me, feel surprised that, in an assembly of respectable mercantile men, a majority could be found so careless of their own interests, as to allow themselves to be imposed upon by such a flimsy production as the report must necessarily have been, for I presume the substance of it was embodied in the address from the chair.

The worthy chairman is certainly an adept at "building castles in the air," for, as it was very aptly observed by one of the proprietors, his (the chairman's) hopes of profit are founded on the probability of two packet companies making Southampton their station. I fear there is very little probability of these hopes being realised; and certainly not the shadow of a chance that Government will select Southampton for a packet station, whatever interest or influence may be exerted to carry such a measure.

I cannot, however, but congratulate the shareholders on having a balance still remaining on hand of upwards of 7000*l.*, no part of which, it is to be hoped, the directors will venture to expend, until the "probabilities" and "intimations" of support from various quarters, and from the sources above-mentioned, so happily dwelt upon by the chairman, shall be realised. I am, Sir, your obedient servant,

Sept. 4. JUSTITIA.

[We are at all times ready to insert the letters of correspondents, or to comment, when occasion appears necessary, on prospectuses or reports. We cannot find fault with the report in this instance, merely because it was an echo of the chairman's address, or rather that the latter was an echo of the report. We agree with "Justitia," that too much dependence is not to be reposed on "expectations," but if "a majority could be found so careless of their own interests," they have only themselves to blame. Why did not "Justitia" express his opinions at the meeting?—ED. M. J.]

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

Sept. 2.—Hitchen's shaft is sunk ten fathoms below the surface, and the ground still of a favourable description for sinking. The 100 fathom level is extended west of the engine-shaft 8 fms. 2 ft. 6 in., and the lode is now about fifteen inches wide, producing good stones of copper ore, and kindly. In driving west of the engine-shaft, at the eighty fathom level, the lode is much the same as for the fortnight past—not rich. In driving east of Snell's winze, at this level, the lode is about three feet wide, and worth three tons of ore per fathom. In driving west, at the seventy fathom level, the lode was taken down on Friday last, and turned out from four to five tons per fathom of good quality ore, worth at least 10*l.* per ton. In the sixty-two fathom level west, the lode is from six to eight inches wide, and worth one ton of ore per fathom. In driving east at this level, the lode has not been taken down. The lode in the winze, sinking below the sixty-two fathom level, is two feet wide, and worth about five tons of ore per fathom. The lode in the stopes, at the back of this level, is still a rich course of ore, two and a half feet wide, and worth eight tons, or 80*l.* per fathom. The stopes in the back of the forty fathom level are stopped, and set on tribute, as per setting list, at 6s. in the 1*l.* The Flap-jack lode, in the seventy fathom level east of the engine-shaft, is large and kindly, about four feet wide, composed of mundic, spar, and copper ore, one foot of which, on the north part, is productive for the latter. With respect to the tribute pitches, you will perceive by the setting report, are looking favourable. F. PHILLIPS.

WEST WHEAL JEWEL MINING ASSOCIATION.

Sept. 2.—The ground to be cut down in Buckingham's shaft will be completed in the time specified. The forty-two east, on the south branch, is nine inches wide, black ores and spar; when the winze is down, we shall be able to set a pitch east and west at 4s. or 5s. in the 1*l.*; there is a good branch of ore in the winze, worth 5*l.* per fathom. At the south adit shaft, we have commenced sinking below the thirty fathom level, ground favourable; we have also resumed driving the thirty cross-cut south in favourable ground. The thirty west, on the south lode, is twenty inches wide, spar, prian, and stones of black and grey ores; the lode looks more promising than when last reported. In the twelve fathom level east, on this lode, the lode is eighteen inches wide, spar and mundic, in a fine channel of ground, and we expect this lode will shortly prove productive. S. LEAN.

TRELEIGH CONSOLS MINING COMPANY.

August 31.—The engine-shaft at Christoe is within two fathoms of being down for a fifty fathom level, in which the lode is producing good ore from one end to the other, so that we calculate on opening the next level in ore ground. The forty east is improved in appearance, and my next report is likely to give you a good account of it. The twenty fathom level, on the new lode, is large and regular, producing good ore, and leaving tribute ground. The twenty west, on Christoe lode, is eighteen inches wide, producing ore, and leaving tribute ground also. W. SINCOCK.

GREAT WHEAL CHARLOTTE MINING COMPANY.

Sept. 3.—The seventy-two fathom cross-cut has reached the lode, but in consequence of an increase of water we were obliged to abandon it until we had dropped a larger lift; however, since, we have seen a little of the lode, and find it looks promising, having a good leader of ore, from six to eight inches wide. You will perceive by the setting report that we have set the level to drive both east and west, consequently in a short time we shall be able to say more as to worth, &c. The lode in the sixty-two fathom level west has been driven through a good bunch of ore during the past month, yielding from eight to nine tons per fathom, worth 4*l.* to 5*l.* per ton. At present, I am sorry to say, the lode is not looking so well, owing to a slide falling in with it, however, I hope in driving a few feet it will improve again. The lode in the fifty-two fathom level west is large and poor; and the same may be said of the forty-two east and west. The thirty two fathom level west from Midwinter's continues much as for some time past, having a large promising lode, but poor. The lode in the twenty five fathom level west is about fifteen inches wide, and still continues to produce a little ore. The stopes in the back of the level have yielded from fifteen to twenty tons during the past month, and the ground still looks pretty well; you will see by the setting report that we have set it on tribute, at 7s. 6d. in 1*l.* I fear the returns for the last two months will be under the preceding two, but, at the same time, we shall have a greater quantity of adventurers' ores, which will be clear money to them. Our quantity will probably be—tributers' ores, 110 tons, worth 275*l.*; adventurers' ditto, 40 tons, worth 200*l.* We cannot calculate on having a greater quantity for some months to come, unless the ground be worked to great disadvantage.

REDMOOR CONSOLIDATED MINING COMPANY.

Sept. 2.—Having this instant held the usual monthly setting for September, I beg to hand you my report of these mines. Johnson's engine-shaft is sunk below the seventy fathom level seven fathoms; the ground is somewhat harder than when I inspected it last month. The silver-lead lode is about seven inches wide, and very rich. At the seventy fathom level we have been driving east and west on Johnson's tin and copper lode, which we have often reported to you as being split into branches; we find it still of that nature, but much harder, and, consequently, have concluded on suspending operations there until we can ascertain what is likely to be the result of the eighty fathom level. The same men we have removed to the higher or north mine, to expedite the working on the new copper lode there. At this level (the seventy) we are driving north on the lead lode, and have communicated it with Johnson's whim-shaft; at that level the lode is eight inches wide, and very rich. The lode going south, at this level, is also about four inches wide, and yielding good work. At the sixty fathom level north the lode is six inches wide, solid silver-lead ore, of the richest quality. At the north mine, the twenty fathom level driving east, on the new copper lode, appears at present to be in rather a disordered state, and is divided into three parts, from six to eight inches wide (each), they are very, but not so good as before; the ground is easy and promising. In going west the lode is quite regular, but not so large within the last fathom or two in driving; its present size is from eighteen inches to two feet wide, and producing excellent stones of rich quality ore—a very promising level. We expect the cross-cut driven by the former managers from the engine-shaft is now within four or five fathoms of the copper lode, and is situated twenty-three fathoms west of the present western end, and we have this day set the same to drive, which we hope will be accomplished by our next setting-day. I have now given orders for a new ten fathom lift of pumps to fork the water at the thirty fathom level, in order to cross-cut the copper lode with all possible speed. We expect forty fathoms to drive there before we cut the said lode, but until I can examine the ground, which is now under water, I cannot say what time will be required to intersect the lode at the said thirty fathom level. We have set to-day ten pitches, varying from 2*l.* to 9*l.* per ton for the best (No. 1) ore, and four other pitches—their time not out until next setting day—making altogether fourteen pitches, employing twenty-nine men as tributers. Our last computed parcel of No. 1 ore, eleven and a half tons, sold to Mr. Bartley for 16*l.* 15s. per ton, and the No. 2 parcel, computed eleven tons, was sold to R. Somers, Esq., at 6*l.* per ton. Our next sampling will pretty much exceed the former. R. ROWE.

TINCROFT MINING COMPANY.

August 28.—I beg to hand you my report of the state and prospects of this mine, viz.:—The lode in the engine-shaft continues large, and equally good as for some time past, and worth about 50*l.* per fathom. The lode in the 142 west is about two and a half feet wide, and good work for tin, with some copper ore. The east end, at the same level, is now being suspended till the level shall be better ventilated. The lode in the 132 west is still in an unsettled state, not having passed quite through the cross branches. The pitches in the back and bottom of this level are looking well both for tin and copper ore. The lode in the 120 west is large, and producing good work for copper ore, and very promising. The east end, same level, is yielding fair quality work for tin; the stopes in the back of the 110 are still yielding excellent work for tin. The lode in the 100 end is about three feet wide, fair quality work for tin, and very promising. The ninety end is still looking well, yielding from four to five tons of copper per fathom. The eighty-one is yielding fair quality tin stuff, with some copper ore. The seventy-two will yield about four tons of copper ore per fathom; other tutwork bargains continue much the same as usual. Our tribute department wears a very encouraging aspect, and on the whole our prospects are of a cheering description. We commenced building the new engine-house on Monday last, and hope to get it completed in about seven weeks; the new shaft is sunk about six and a half fathoms. W. PAUL.

TAMAR SILVER-LEAD MINING COMPANY.

August 31.—I arrived here on Thursday evening last, the 29th inst.; yesterday, as usual, I inspected the underground workings, and to-day held the monthly setting for September. We have set thirteen pitches, varying from 8s. to 13s. out of the 1*l.*, on the value of lead only, as heretofore. We have also four pitches working, making altogether seventeen pitches, and employing fifty-two men as tributers. At the 145 fathom level the lode is about one foot wide, impregnated with lead, mundic, jack, &c., and the ground moderate. We have now set the 125 fathom level to drive north of the engine-shaft, which we consider an object deserving further trial. The lode in the 115 fathom level (south) is as yet small and poor. We have still some distance to drive before we get under the grey ground in the levels above. In the 105 fathom level going south the lode is two feet wide, and producing good work. At the ninety-five fathom the lode is about eighteen inches wide, and good saving work. At the eighty-five fathom level the lode is one foot wide, and rich for ore. At the seventy-five fathom level the lode is twenty inches wide, very promising, and yielding good work, so that, on the whole, our levels never looked better; and I am happy to say the prospects throughout the mine never more cheering than at the present time. Our last, computed forty-five tons of No. 1 ore, sold to R. Somers, Esq., at 13*l.* 10s. 6d. per ton, and No. 2 (six tons), to R. and W. Michell, at 7*l.* 9s. per ton. I consider our next sampling will be quite as good as the last. R. ROWE.

UNITED HILLS MINING COMPANY.

Sept. 3.—In the adit level the lode is seven feet wide, with little or no alteration. In the ten fathom level the lode is 1 ft. 6 in. wide, and still poor. In the twenty fathom level (eastward) the lode is from three to four feet wide, with a promising appearance. In the twenty-seven fathom level, the lode in this winze continues its size, and is producing ore of a fair quality; this winze is sinking just over where we first discovered the ore in the thirty-six fathom level. The lode in the thirty fathom level winze is five feet wide, producing good ore throughout. In the thirty-six fathom level the lode in the eastern end is two feet wide, with stones of ore; the lode in the western end is four feet wide, with ore, but coarse in quality. In the forty fathom level driving west of engine shaft no alteration. In the end east of Williams's shaft the lode is about the same size, but not producing so much ore as reported last week. The stopes west of said shaft without alteration. No lode broken down in Williams's shaft since our last report. C. PENROSE.

PERRAN CONSOLIDATED MINING COMPANY.

Sept. 2.—In the absence of Capt. Rowe, I hereby hand you the following report of these mines:—Within the last fortnight we have had several breakages in the flat-rods, bobs, &c., which have greatly impeded our underground operations, but am glad to state, that we have again set it all right, and are now in a regular course of working. Windus's Flat-rod engine-shaft is sunk about three fathoms below the twenty-five fathom level. In driving the twenty-five fathom level east, we find the lode and ground latterly to be very soft, wet, and difficult; all we can say respecting the prospects here is, that we find lead washing out with the flood of water issuing from the lode. At the fifteen fathom level, going east, we have a large lode, composed of soft spar, mundic, lead, &c. Our tribute pitches remain just as I informed you in the last report. JOHN WEBB.

CORNUBIAN MINE.

Sept. 3.—Reporting of this mine to-day, I beg to observe that our sumpmen are now cutting the platt at the fifty fathom level, and then we shall sink for the bearers and cisterns, which will be from nine to twelve feet; that will depend on the firmness of the ground, and before we cut the south lode we must alter the pitwork, and get a larger lift to the fifty fathom level. I am happy to inform you that our forty fathom level west has improved since I wrote you last; this promises well for the fifty fathom level. The thirty-two fathom level west, on Chiverton lode, is improved since last report; the same level east is poor at present. We have now dressed fifteen tons, undressed seventeen tons, broke underground nine tons. JOHN BORLASE.

GWINEAR MINING COMPANY.

August 29.—Sold this day 1 ton 14 cwt. 3 qrs. 5 lbs. tin, at 45*l.* 12s. 6d. per ton, producing 79*l.* 7s. 6d.; ditto 11 cwt. 0 qrs. 25 lbs., at 40*l.* ditto, 22*l.* 9s.

August 31.—In the twenty fathom level east the lode is eight inches wide, with spots of tin. The twenty fathom level west is suspended. In the ten fathom level east the ground is good, with small branches of tin. C. H. RICHARDS.

ST. HILARY MINING COMPANY.

August 29.—Fifty tons of ore were this day sold, at 6*l.* 8s. 6d. per ton; and sixteen ditto at 2*l.* 11s. 6d. ditto.

August 30.—In the eighty fathom level east the lode is twenty inches wide, with a branch of ore four inches wide, very kindly. In the eighty fathom level west the lode is twelve inches wide, good ore, much improved. In the seventy fathom level west the lode is twelve inches wide, good ore. In the seventy fathom level east the lode is twenty inches wide, ores throughout. In the winze, bottom of seventy fathom level west, the lode is fifteen inches wide, producing two tons of rich yellow ore per fathom. We have communicated the winze in bottom of sixty fathom level with the rise in back of the seventy fathom level. The mine has much improved during the past week. C. H. RICHARDS.

FOREIGN MINES.

BRAZILIAN COMPANY.

Cata Branca, June 19.—We cannot report the new sink going down so rapidly as we could wish, neither is the stone in appearance so good as we have seen it; however, variation is the appearance of the lode at different horizons is, as you are aware, no new feature. The stamps (thirty-six heads) have been fully kept, and last week's return is good. This promises to be equally so. The south side of No. 3 stamping engine will, we expect, be at work in about ten days. It will begin with the lode from No. 8 sink. We are sorry to inform you the gudgeon of north side of No. 2 broke on the 15th, but was repaired, and the stamps going again on the 17th.

June 29.—We have the pleasure to announce to you that the south side of the new engine has gone to work with five heads this afternoon to make her bed; the other ten heads will work on Monday (July 1st) for the same purpose, and on Monday evening it will go on stamping with ten heads on the lode from No. 8 sink. E. HARDING. W. T. GRIFFITHS.

			Lb.	oz.	dwt.	gr.
Gold return, week ending 14th June			20	10	0	15
Ditto	do.	21st	18	8	5	11
Ditto	do.	28th	22	0	9	21

MINAS GERAES MINING COMPANY.

Morro dos Almos, June 19.—Our operations have since continued without material alteration, as you will see from my diary enclosed, except some favourable indication in the south end of the discovery level, in which, after driving about twenty fathoms in sterile ground, on the course of the strata, south of the leading level, we cut a quartz bed, which, although as yet small, presents favourable signs of its opening further south, and, if so, will make a new vein entire up to grass.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, June 22.—Baixo Minas.—The repairing of the Capellas wheel, together with two or three trivial accidents, such as breaking the horizontal or vertical rods, caused some hindrance in the breaking and raising ore, that the Lyon's stamps have not been kept regularly at work; the supply of ore is now improving, but Captain Bennetts informs me that the two Baixo shaft kibbles cannot raise sufficient ore to supply the Lyon; this we have

tried the last two days; the kibbles have been constantly drawing, still the ore is not sufficient for the stamps to go through the Sunday, he therefore proposes putting a pair or two of borers on the stope between Duval and Cotesworth, merely to assist in keeping the Lyon supplied with Bahu ore.

Quebra Panella.—The supply of ore is improving, and as soon as the stope is advanced a little further we shall have more stone, and be enabled to put the Capellao to work. Mr. Smyth informs me that the stone from this part of the mine is improving.

Gamba.—The ore is poor at present from this mine; in the shaft they have sunk five feet, and next week a new stope will be taken up.

Reduction Department.—The produce, I am glad to observe, appears to be improving.

CANDONGA MINING COMPANY.

June 1.—Mina Mestre Shaft.—In the beginning of the month we were employed cutting down the ground for the level as described in the report of the 11th ult., which being completed, we recommenced to drive the level, 3 fms. 2 ft. of which has been driven; in the meantime the men who were employed cutting down the cross-course and lode have been occupied in putting in a stull, and since then have been working in the back of the forty-two fathom level, where gold is still to be seen, but in our progress in the whole we have not found it so rich as described in the last monthly report. In driving the above-mentioned forty-two fathom level, which is on a flucan intermixed with hard quartz, and up to the present time described as a cross-course, but now nearly running parallel with the lode, we can scarcely venture to call it so, although at the same time it has an opposite inclination, as was anticipated in the report of the 18th August, 1838. We have now the lode in the back of the level, which is over the said parallel course, and also we have it at the bottom of the level, which is under the said parallel course, and in both places gold is to be seen.

Ox Shaft, Twenty-seven Fathom Level.—In driving the level on the Mina de Pedra branch seven fathoms have been driven, and we have completed on the Mina Mestre branch five fathoms, without any material change.

Deep Adit.—Seven fathoms driven during the month, without any alteration having taken place in the state of the ground.

Cachoeira and Mill Levels.—These levels are suspended, the men employed in driving a small level for air—six fathoms driven.

J. DALLEY.

June 3.—It will be perceived that the produce for May has not reached the figure of April, but then let us see how we can account for this failure; putting in a stull is not the work of one day only, where there is shooting ground, unless it were useless to throw away time, and incur expenses in doing that which will most likely be knocked down by the blasting of two or three holes. Holidays have also intervened with us; Whit Monday, according to custom, acknowledged as such, but some two or three days after scarcely finds us in proper trim. The elbow of ground which has been mentioned, up to the present time remains untouched.

A. F. GOODRIDGE, M.D.

June 8.—Mina Mestre Shaft—Forty-two Fathom Level.—The end has been pushed on, and good progress has been made during the week; the workings in the back of the level exhibit a small quantity of gold, but on the whole it appears to be declining. In the workings under the level the gold continues to make below the (formerly called) cross-course. We have also drawn out the water from the old bottoms under this level, with the intention of sinking a winze through a channel of ground of a different nature to anything yet seen in this mine.

Ox Shaft—Twenty-seven Fathom Level.—Mina de Pedra Branch.—The workings go on as usual.

Deep Adit.—No alteration.

Cachoeira Level.—This small level, mentioned in previous reports, being communicated, we shall recommence to drive this work on the course of the lode under the head of "Cachoeira Level," as before.

J. DALLEY.

June 13.—Our most interesting point, Mina Mestre shaft, does not, according to the report, wear so favourable an appearance as described in my last respects; however, we are now so much accustomed to sudden changes, that any temporary falling off should not be regarded as a sufficient reason to depress our spirits. On the contrary, I am convinced that this circumstance rather tends to increase our ardour, and stimulate us to redoubled exertions, with the hope that in our progress we may hit on something rich. Gold is to be seen in two places, but poor. It has happened before now that a single hole, after bearing well, has laid open a very productive branch. I scarcely know what to call the channel of ground spoken of, but certainly it is most unauriferous-looking. Yesterday there was another change, and gold was found plentiful in a soft brown formation, such as we have already met with. It is probable that as we advance the lode may assume a more settled appearance, and may again yield some rich stuff for the stamps.

A. F. GOODRIDGE, M.D.

	lb.	oz.	dwt.	gr.
Total, up to 2d May	89	11	7	18
,, 1st June	29	0	3	22
,, 12th ditto	4	5	17	16
	123	5	9	8

A. F. GOODRIDGE, M.D. E. W. J. LOTT. F. W. HAGAN.

RAILWAY INTELLIGENCE.

LONDON AND BIRMINGHAM RAILWAY.—The following is the return of traffic on this line for the week, ending the 31st ult.:—For conveyance of passengers, parcels, carriages, horses, and mails, 13,209*l.* 0s. 2d.; ditto for merchandise, 1726*l.* 12s. 2d.; ditto for cattle, 24*l.* 9s. 6d.—Total, 14,960*l.* 1s. 10d.

LONDON AND CROYDON RAILWAY.—Traffic return from the 31st ult. to the 4th inst., inclusive:—August 31st, 58*l.* 17s. 5d.; Sept. 1st, 104*l.* 16s. 9d.; 2d, 93*l.* 2s. 3d.; 3d, 66*l.* 5s. 3d.; 4th, 89*l.* 19s. 1d.—Total, 413*l.* 0s. 9d.

GREAT WESTERN RAILWAY.—The following is the return of traffic on this line from Monday, 26th ult. to Sunday, 1st inst.:—Coaches 258, horses 42, and passengers 14,671½, producing the sum of 2535*l.* 5s. 5d.; and for the three following days, Monday, 2d, 400*l.* 1s. 6d.; Tuesday, 3d, 321*l.* 5s. 3d.; Wednesday, 4th, 337*l.* 11s. 10d.

LLANELLY RAILWAY.—This railway was completed two miles above Pontardulais, a few weeks since, and the various contracts up to Duffryn and the branch to Cwm Amman are in a forward state of progress. Contracts are let, and the branch to Mynydd Mawr began upon. Several gangs are at work up to Cottage Hall; and we expect shortly that the terminus at Gors Coch will be also in hand. The entire of this railway will be open for traffic early in the spring.—*Merthyr Guardian.*

FALMOUTH RAILROAD.—We are informed that Sir Charles Lemon and Lady Basset have intimated their intention of giving the land which may be wanted for the proposed railway from Falmouth to Exeter in such parts of the line as may run through their estates.—*West Briton.*

RAILROADS IN FRANCE.—In France the locomotive system has not been understood; large sums have been frittered away without any important result or future advantage. It appears that 8,000,000 sterling has been expended on mere intermediate railroads, whereas, for the same sum, a fine and extensive line might have been established, to the great improvement of the communication with foreign countries. France is, therefore, far behind her neighbours in this respect, and there is little promise of her awakening from this state of torpor.

DUBLIN AND DROGHEDA RAILWAY.—We are rejoiced to learn, that this praiseworthy undertaking is at length about to be proceeded with. The Manchester shareholders have raised a sum sufficient to purchase the land of the entire line, and are determined to push on the works with vigour. They have employed experienced and trustworthy gentlemen to come over here to examine the line, and to take an accurate account of the actual passenger traffic between Drogheda and Dublin.—*Drogheda Argus.*

RAILWAY BETWEEN CARLISLE AND GLASGOW.—Mr. Locke, the engineer, is now employed in surveying the country between Carlisle and Glasgow, for a line of railway in connection with the projected Penrith and Carlisle one. The line will pass near to the West-walls, so as to form a central station for the city. The importance of this, and the line generally, to the future interests of Carlisle, must be obvious to every one.—*Carlisle Patriot.*

FATAL MINE ACCIDENTS.—On Friday week, a young man named David Eddy, aged seventeen, while at work in Levant mine, lost his balance and fell into a shaft of twenty fathoms. He was killed on the spot.—As the son of Captain Stevens was leaning over the engine at Wheal Kitty mine, the engine man put the engine to work, when the poor youth had his head pulled from off his body.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 31st ult., is as follows:—Gold bars to Hamburg, 700 oz. Gold coin to Mauritius, 781 oz. Silver coin to Hamburg, 13,500 oz.; Canada, 16,000 oz.; Gibraltar, 40,000 oz. Silver bars to Hamburg, 4000 oz.

RAILROAD AND TURNPIKE TRUSTS REPORT.

The select committee of the House of Commons appointed for the purpose of ascertaining how far the formation of railroads may affect the interest of turnpike trusts, and the creditors of such trusts; and to whom several petitions were referred, and who were empowered to report their observations, together with the minutes of evidence taken before them; have considered the matters to them referred, and have agreed to the following report:—

Your committee deem it advisable to separate the subject under their consideration into,

1. A statement of the existing debts, and of the present condition of turnpike trusts;

2. The best means of improving the state of the finances, and of amending the laws and enactments as at present constituted in relation to such trusts.

On these two heads your committee have founded their opinion on the returns they obtained, on the evidence of the witnesses examined, and on the able reports on the subject of turnpike trusts and tolls made by the Lords' committee in 1833, and of the committee of this house in August, 1836.

With reference to the first point mentioned, it appears that the present amount of debt of the turnpike trusts in England and Wales exceeds 9,000,000*l.*, and that it is annually increasing, in consequence of the practice prevailing in several of the trusts of converting the unpaid interest into principal, the trustees giving bonds bearing interest for the amount of interest due. By this practice the bonded debt is annually augmented, while the sum of interest due is also increased.

The difficulties of the turnpike trusts have also been augmented by the abolition of statute labour, and of the composition in its place, the loss of which has been estimated by a most intelligent witness at about 200,000*l.* per annum.

This condition of the turnpike trusts is not likely to be improved by the railroads already formed. There is every reason to believe that an extension of railroads will take place in the course of each succeeding year, which must seriously diminish the revenue of the turnpike trusts in many parts of the kingdom. The gradual decline in the transit on turnpike roads in some parts of the country arises not only from the railways formed, but from steam-vessels plying in rivers, and as coasting traders. Wherever mechanical power has been substituted for animal power, the result has hitherto been that the labour is performed at a cheaper rate; it must, therefore, appear very doubtful whether any circumstance will ever restore the transit trade to its former channel, the course of science and its concomitant improved mechanical power being found seldom to retrograde, but generally to advance. Your committee must observe here that although the lines of turnpike-road running parallel to steam communication are less frequented, it appears that nearly all roads or highways leading to stations or termini of steam communication have increased in their traffic, although the aggregate of this increase may not probably be found equal to the amount of the decrease on the lines of road first mentioned.

Another result also is likely to take place prejudicial to those turnpike trusts that are unable to liquidate the debts they have incurred. In several instances the creditors have (it appears) exercised the power given them under the general turnpike Act of taking possession of the tolls to secure the payment of their mortgage or bonded securities, and the interest due on them, the result of which must be to throw the burden of repairs and of the maintenance of such roads on the several parishes through which they pass. Should such measures now taken by some creditors become general throughout the kingdom, the proprietors and holders of land will not only have to pay the tolls as usual, but must also be called on to defray the expense of keeping the road in a proper state for the public use by an additional highway-rate, to be levied on the parishes where the tolls paid by the public are seized by the creditor.

Considerable difficulty arises in suggesting a remedy for this state of the turnpike trusts, and your committee cannot but regret that no amendment in the existing laws has yet taken place, although a consolidation of trusts was strongly recommended in the report of the Lords' committee, August 21, 1833, and in the report of the committee of the House of Commons, August 9, 1836, as likely to effect a great saving in the yearly expenditure, and to secure an improved system of management. It is impossible for your committee to arrive at any other conclusion than this, that no time ought to be lost in framing some legislative enactment with a view to remedy the present state of the laws regarding turnpike trusts.

Your committee suggest, that to save the expense and useless machinery now arising from the management of small trusts, unions of trusts should be formed, including all roads within a district, the radius of which it has been suggested shall not exceed fifteen miles.

The plan most likely to be satisfactory to the conflicting interests concerned may be to place the power of controul and superintendence in a certain number of local trustees, to be elected by the present trustees of each road out of their own number, in proportion to the magnitude of each trust, and that the whole number so elected from the separate trusts shall be the trustees of each united trust, possessing the same powers and authority in such office as were before vested in the trustees by the several local acts.

It has been suggested to your committee that such a measure could not be satisfactorily arranged, unless the practice of renewing the separate local turnpike Acts be discontinued.

This object has been kept in view by an annual sessional bill for continuing turnpike trust local acts that would otherwise have expired, and by which general bill the powers of several trusts are thus continued from year to year, in anticipation of some further legislative enactments as regards turnpike trusts.

Your committee are of opinion, that persons should be appointed for the purpose of arranging the turnpike trusts of the kingdom into unions, and to direct their formation with as little delay as possible; and also on the expiration of each local turnpike Act, to direct that such trust should merge into and become a portion of one of the unions, having elected some of the acting trustees to form part of the board of the united trust, the funds of each trust being kept separate. By these means a just and equitable arrangement of the real and fair value of the bonded debts could be made, the legal claim on the creditors being fully satisfied from the period of the local Act under which they advanced their money having expired. It being also understood that such provision will be made by legislative enactments as may enable the trustees of the newly-formed unions to establish tolls on the various roads in their district, by which the debts of the several creditors may be secured in a satisfactory manner.

It appears to your committee that the statute labour, or a composition in its place, ought to be restored.

Your committee cannot but be of opinion that the proportion between the scale of duty imposed on these modes of conveyance by land should be brought nearer to an equality. As far as an approximation can be made, by comparing the scale of duty on the average number of passengers conveyed by railroads, or by public carriages and posting on common roads, it appears the duty is as follows:—

For every passenger by the railway, one-eighth of a penny per mile.
For every passenger by a stage-coach, one-fourth of a penny per mile.
For every person travelling by post, three-fourths of a penny per mile.
While the conveyance of passengers by water is entirely free from duty.*

It appears that the use of steam-carriages on turnpike-roads might be encouraged by lessening the tolls payable on such carriages, which (as appears from the evidence of one of the witnesses examined) in some trusts are equal to a prohibition, although such carriages are considered to cause less injury to the roads than those of less weight drawn by horses.

Forming their opinion from the evidence, the returns laid before them sent from various counties, and from the general state of the roads throughout the kingdom, your committee do not feel justified in pointing out any other remedy for replacing the turnpike trusts and funds in a satisfactory state than the system of legislation they have here recommended.

* Report of Committee of House of Commons, on Internal Communication Taxation, 1837.

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	3 & 4		5 & 6			3 & 4		5 & 6	
Common iron, per cwt.	10s	6d	10s	6d	Iron-wire sieves, each	5s	0d	5s	0
Half-inch square ditto	11	0	11	6	Iron-wire work, per foot	1	6	1	6
Best tough whim chains	30	0	30	0	Board nails, per cwt.	19	6	19	6
Boiler plates	15	6	15	0	Half-board ditto, per 1000	5	0	5	0
Hoop iron	14	0	14	0	Hatch ditto	3	0	3	9
Nail rods	13	0	13	6	Half-hatch ditto	3	0	3	0
Miners' shovels	32	0	32	0	Linseed oil, per gallon	3	0	3	0
Charcoal iron	25	6	24	6	Rape ditto	4	0	3	10
Gunpowder, per 100 lbs.	60	0	60	0	Pitch, per foot	1	7	1	7
Leather, per lb.	1	11	1	11	Fuse	1	6	1	4
Coals, per ton, at quay	14	0	14	0	Sheet lead, per cwt.	24	0	24	0
Candles, per dozen lbs.	5	4	5	0	Barrow bends	11	6	11	6
Tallow, per cwt.	47	6	49	6	H 2 steel (112 lbs.)	62	0	62	0
Ropes	60	0	56	0	Do. cullis	19	6	19	6
Flat ropes	60	0	54	0	Pick hilts	1	6	1	6
Hemp	0	5½	0	5	Shovel hilts	3	0	3	0
White yarn, per lb.	0	6	0	5½	White ground lead	30	0	32	6
White rope	0	6	0	5½	Red lead	30	6	30	0
Brass-wire sieves, each	4	4	4	4	Best rolled iron	12	6	12	6
Ditto machine	13	0	13	9	Blistered steel	43	6	43	9

*** The figures at the top of the columns refer to months—as 1 Jan., 2 Feb., &c.

PURCHASES OF COPPER ORES AT SWANSEA,

AUGUST 28.

Purchasers.	Mines.	Tons.	Total.	Price.	Amount.	Total Amount.
				£ s. d.	£ s. d.	£ s. d.
1. FREEMAN and Co.	Cobre	76		9 13 0	733 8 0	
—	Ballygahan	40		2 15 0	110 0 0	
—	Simmon Dylluan	14		7 9 6	99 15 0	
—	Llanberris	8		4 12 0	36 16 0	
			138			979 19 0
2. GRENFELLS	Chili	18		12 19 0	233 2 0	
—	....	32		47 9 6	1508 0 0	
—	....	30		46 12 0	1438 0 0	
—	Ballymurtagh	84		1 18 6	161 14 0	
—	....	73		1 18 6	140 10 6	
—	Chili	49		27 7 0	1340 3 0	
			286			4841 9 6
3. SIMS, WILLIAMS, NEVILL, and Co.	Cuba	43		12 0 0	517 1 6	
	....	28		47 15 6	1337 14 0	
	Holme Slag	7		3 13 0	25 14 0	
			78			1880 10 0
4. VIVIAN and Sons.	Cuba	102		11 14 0	1193 8 0	
—	....	100		11 19 0	1198 0 0	
—	....	98		12 1 0	1156 16 0	
—	....	99		11 19 0	1106 14 0	
—	Chili	19		46 11 0	884 9 0	
—	....	8		51 15 0	414 0 0	
—	....	16		54 9 0	871 4 0	
—	Valparaiso	60		14 1 0	843 0 0	
			494			7659 11 0
5. WILLIAMS and Co.	Cuba	94		11 19 0	1123 6 0	
—	....	43		12 0 6	517 1 6	
—	Chili	107		13 9 6	1438 9 6	
—	....	26		48 0 6	1248 13 0	
—	....	60		3 13 0	219 0 0	
—	Ballymurtagh	87		2 3 0	187 1 0	
—	....	40		2 0 6	81 0 0	
—	Cobre	69		10 9 6	728 15 0	
—	....	78		25 4 6	1967 11 0	
—	Chili	94		20 17 6	1962 5 0	
—	....	78		21 16 6	1636 16 0	
—	Llandidno	69		9 12 6	664 3 6	
—	Drwsycoed	22		5 10 6	121 11 0	
			863			11907 12 0
6. MINES ROYAL Co.	Valparaiso	95		20 6 0	....	
			95			1928 10 0
			1956			30167 13 0

SALE OF COPPER ORES AT POOL.

Sampled Aug. 21, and Sold at Serpell's Hotel, Pool, Sept. 5.

Mines	Tons	£	s.	d.	Purchasers	Mines	Tons	£	s.	d.	Purchasers
Consols	114	5	10	6	Freemans.	W. Chance	74	6	14	6	Mines Royal
ditto	105	4	7	0	Vivians.	ditto	31	2	13	6	English Co.
ditto	104	4	13	6	—	Dolcoath	106	1	0	0	P. Grenfells.
ditto	103	3	11	0	Nevill & Co.	ditto	77	5	8	6	Mines Royal
ditto	92	5	6	0	Freemans.	ditto	61	4	1	0	P. Grenfells.
ditto	89	7	9	6	—	ditto	50	1	16	6	English Co.
ditto	87	5	12	6	English Co.	ditto	34	1	18	0	Nevill & Co.
ditto	80	6	8	6	—	Fowey C.	108	5	0	6	Freemans.
ditto	3	16	15	0	Vivians.	ditto	101	5	13	0	—
N Roskear	92	6	14	0	—	ditto	30	13	12	6	P. Grenfells.
ditto	87	2	1	6	P. Grenfells.	E. Crofty	61	4	11	6	English Co.
ditto	83	5	12	6	Williams.	ditto	50	6	13	0	Vivians.
ditto	81	6	17	6	Vivians.	Longclose	66	5	1	6	English Co.
ditto	69	5	16	6	Williams.	ditto	51	3	0	0	—
ditto	75	5	14	6	—	Wh. Lydia	83	2	14	0	Williams.
ditto	65	4	2	0	English Co.	ditto	62	4	6	6	Mines Royal
ditto	59	4	8	6	P. Grenfells.	ditto	29	2	17	6	Nevill & Co.
United H.	83	3	7	6	Nevill & Co.	S. Towan	83	4	19	6	Mines Royal
ditto	80	10	4	6	Williams.	Tincroft	67	4	8	6	Nevill & Co.
ditto	50	2	11	6	Nevill & Co.	ditto	50	2	5	6	English Co.
ditto	54	4	16	0	—	ditto	20	2	15	6	—
ditto	36	3	10	0	—	ditto	29	1	4	6	P. Grenfells.
ditto	26	1	10	6	Williams.	S. Basset	80	3	19	0	Williams.
S. Roskear	96	4	11	0	English Co.	ditto	46	4	9	0	—
ditto	59	6	7	0	Williams.	W. Sparrow	16	4	8	0	Vivians.
W. Chance	76	4	8	6	—	Wh. Tolgus	11	2	6	6	P. Grenfells.

TOTAL PRODUCE.

Mines	Tons	£ s. d.	Mines	Tons	£ s. d.
Consolidated	776	4123 0 0	East Wh. Crofty / Longclose	230	1280 14 0
North Roskear	649	3351 12 0	Wheal Lydia / South Towan	313	709 13 0
United Hills	340	1681 18 0	Tincroft	176	539 0 0
South Roskear / Wheal Chance	336	1788 6 6	South Wh. Basset	126	329 14 0
Dolcoath	330	928 13 6	Wheal Sparrow	16	69 10 0
Fowey Consols	239	1322 9 0	Wheal Tolgus	11	32 5 0

Average standard, 102*l.* 1s.—Average produce, 7½.—Average price, 4*l.* 15s. 6d.—Quantity of ore, 3415.—Quantity of fine copper, 252 tons 7 cwt.—Amount of money, 16,350*l.* 14s. 6d.—Average standard of last sale, 102*l.* 10s. 0d.—Produce, 7½.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 801; Wheal Friendship, Rospeath, and Trevaskus Downs, 431; Marazion, 342; Fowey Consols, 298; Treasavean, 254; Wheal Julia, 222; Wheal Buller and Wheal Beauchamp, 212; Levant, 190; Relistian, 150; Providence Mines, 147; Wheal Speed, 142; Wheal Busy, 111; Great Work, 60; Trevaskus, 34; Wheal Cock, 8.—Total, 3420.

Copper ore for sale on Thursday week, at Pearce's Hotel, Truro. Mines and Parcels.—Tresavean, 884; Wheal Jewel, 305; Trethellan, 308; Hallenbeagle, 309; Wheal Unity Wood, 297; Fowey Consols, 254; Cook's Kitchen, 200; Carharrack and Wheal Maiden, 157; Poldice, 150; Wheal Harmony, 125; Wheal Damsel, 35.—Total, 3320.

FROM THE LONDON GAZETTE,

Tuesday, September 3.

BANKRUPTCY ANNULLED.

Edward Cart, Barton-upon-Humber, Lincolnshire, starch-manufacturer.

BANKRUPTS.

H. Harvey, Hatton-garden, merchant. [Phillips, Size-lane, Bucklersbury.
J. P. Bradford, jun., Liverpool, spirit-merchant. [Wilton, Gray's Inn-square.
R. Simpson, Embleton, Cumberland, innkeeper. [Coke, Furnival's Inn.
H. Lewis, Salford, Lancashire, clothier. [Rogerson, Norfolk-street, Strand.
S. Lawnsley, Bradford, Yorkshire, stuff-manufacturer. [Battye, Chancery-lane.
J. Smith, Leeds, woollen-draper. [Wigglesworth and Co., Gray's Inn-square.
G. Long, Oakhampton, Devonshire, linen-draper. [Sole, Aldermanbury.
H. Higson, Bolton-le-Moors, Lancashire, common-brewer. [Chilton and Acland, Chancery-lane.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Sept. 24.

G. K. Longdon, Cheltenham, stone mason—J. Hodges, Cirencester, Gloucestershire, victualler—W. J. de L. Arnold, Norway-wharf, Westminster, and Norwood, coal-merchant—J. Glover, Stafford, painter.

Friday, Sept. 6.

INSOLVENTS.

Sept. 5—W. J. and J. G. Marshall, Cousin-lane, City, wholesale-grocers.

BANKRUPTS.

J. Baker and G. Wallis, Edward-street, City-road, farriers. [Winter, Williams, and Williams, Bedford-row.
G. L. Williams, Portland-road, Marylebone, builder. [Hudson, Old Jewry.
T. R. Taylor, Portsea, bill-broker. [Goodeve, Raymond-buildings, Gray's-inn.
W. Edwards and T. H. B. Vernon, Leamington Priors, Warwickshire, scriveners. [Swain, Stevens, and Co., Frederick's-place, Old Jewry.
W. Preedy, Oxford, grocer. [Amory, Throgmorton-street.
G. S. Corry, Yeovil, Somersetshire, glove-manufacturer. [Douglas and Clagg, Verulam-buildings, Gray's-inn.
J. Robinson, Shavington-cum-Gresty, Cheshire, cheese-factor. [Pinniger and Westmacott, Gray's Inn-square.
W. Raby, Redruth, Cornwall, leatherseller. [Clarke and Tanqueray, Bishopsgate Churchyard.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Sept. 27.

G. J. Burcham, Bedford, druggist—W. J. Potter, Little Compton-street, Soho, victualler—J. Ransford, Leamington Priors, Warwickshire, coal-merchant—W. Moore, Newark-upon-Trent, innkeeper.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market.—Beddile's Hartley 21 6—Chester 19 6—Holywell Main 20 6—Lesser's Main 17—Orde's Redheugh 17 9—Pontop Windsor 19 6—Smith's Pontop 19 6—Townley 19 3—West Hartley 21 3—Wylam 20 9—Blyth 17 6—Brampton 15—W. E. Killingworth 21 3—Biddell's 22 3—Belmont 22 3—Braddyll's Hetton 23—Haswell 23—Hetton 23—Lambton 23 6—Stewart's 23 6—Whitwell 22 3—Hartlepool 23 6—Adelaide 22 9—Barrett 23 3—Clarence Hetton 20 6—Gordon 21 9—Richardson Hartley 19—South Durham 23—Tees 23 9—Tennant 23.—Ships arrived, 16.

WEDNESDAY.

Bell, Robson, and Co.'s Hartley, 19 9—Carr's Hartley 21—Holywell Main 21—Orde's Redheugh 18—Original Windsor Pontop 20—Tanfield Moor Bute's 20 6—West Hartley 20 3—Wylam 20 6—W. E. Bell and Brown 21 9—Hilda 21 6—Killingworth 21 6—Belmont 22 3—Braddyll's Hetton 22—Haswell 22—Hetton 23—Lambton 23 6—Pemberton 21 6—Russell's Hetton 23—Stewart's 23 6—Whitwell 22—Hartlepool 22 6—Barrington Tees 20 6—Clarence Hetton 20 6—Richardson Hartley 19—South Durham 23—Tees 23 6—Tees Hetton 21 3—Blyth 17 6—Hartley 21 6—Netherton Main 19 3.—Ships arrived, 1.

FRIDAY.

Adair's 19 6—Bell, Robson, and Co.'s Hartley 19 9—Holywell Main 21—Original Windsor Pontop 20—Tanfield Moor 21 3—West Hartley 21 6—Willington 21 9—Wylam 20 6—Braddyll's Hetton 22 9—Haswell 22 9—Hetton 23 3—Lambton 23 6—Russell's Hetton 23—Stewart's 23 [illegible]—Whitwell 22—Hartlepool 23 3—Barrington Tees 20 6—Adelaide 22 6—Cleveland Tees 19 9—Gordon 21 9—Seymour Tees 21 9—Tees 23 6—Tees Tennant 23—Blyth 17 6—Cowpen [illegible]—Netherton Main 1[illegible]—Philip's Waterloo 21 6—Devonshire 21.—Ships arrived, 46.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 7 per Cent.	165½	164 5	164½	....	.. .	....
3 per Cent. Red. Anns.	91¾ 90⅞	90½ ¾	90⅞ 90½	90½ ¾	....	91⅛
3 per Cent. Consols	90⅞ ¾	90½ 90⅞	90½ ¾	90⅞	90⅞ ¾	90⅞ ¾
3½ per Cent. Anns. 1818.	98⅞ ¾	97½	....	98⅛	....	....
3 per Cent. Anns. 1726.	....	....	....	....	.. .	.. .
3½ per Cent. Red. Anns.	98⅞ ¾	97½ ¾	96½ 7⅞	97⅞ 8½	....	98⅛
New 3½ per Cent. Anns.	98 7⅞	97½ ¾	96½ 7½	97⅞ ¾	97⅞ ¾	97⅞ 8⅛
New 5 per Cent.	....	....	...	....	....	....
Long Anns. 1860.	14⅛	14⅛	....	....	....	....
Anns. for 30 Years 1859.	...	14	....	14⅛	14⅛	14⅛
Ditto 1860.	14	13⅞	....	13 14	14	14⅛
India Stock, 10½ per Cent.	247½	248½ 9½	....	....	....	248
South Sea Stock, 3½ per Cent.	....	98⅞	....	98⅛	....	....
Ditto Old Ann. 3 per Cent.	....	89	.. .	....	89⅛	....
Ditto New Ann. 3 per Cent.	....	....	87⅞	....	....	....
3 per Cent. Anns. 1751	..	.. .	....	. ..	....	....
India Bonds, 3 per Cent.	....	par 5 p	par 5 p	2 7 p	4 6 p	6 p
Exchequer Bills, 1½d. £1000.	11 4 p	3 5	2 6 5	5 9	9 6	7 9
Ditto £500.	12 6	4 6	4 2 6	4 9	9 7	6 5
Ditto Small.	12 6	6 4	5 2 6	5 3	9 7	6 9
Ditto Com.	....	8 dis	....	8 dis	....	.. .
3 p. Cent. Cons. for Ac. Oct. 15	91⅛ ½	91 90½	90½ ¾	90⅞ 1	90⅞ ¾	90⅞ 1⅛
Bank Stock for Ac. Oct. 17	165½	166	....	....	165½ 5	....
India Stock for Ac. Oct. 15	...	....	.. .	....	249½	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	Shut.		Open.	
Bank Stock	Tuesday, Sept.	3, „	Thursday,	Oct. 17, 1839,
3 per Cent. Reduced	Wednesday, „	4, „	Wednesday,	„ 23, „
3½ per Cent. Reduced	Wednesday, „	4, „	Wednesday,	„ 23, „
3½ per Cent. 1818	Wednesday, „	4, „	Thursday,	„ 17, „
Long Annuities	Monday, „	2, „	Monday,	„ 21, „
Annuities for terms of years	Saturday, „	7, „	Thursday,	„ 19, „
Old South Sea Annuities	Friday, „	6, „	Friday,	„ 18, „

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	....	....	....	....	....
Belgian, 5 per Cent.	....	102 2⅞	102 3	....	....	....
Brazilian	78	77½	77½	78	78½	78⅛
Ditto, 1839	....	....	....	....	....	76⅛
Buenos Ayres, 6 per Cent.	...	....	....	....	.. .	...
Cuba, 6 per Cent.	....	....	....	.. .	....	....
Chilian, 6 per Cent.	. . .	....	....	....	33	...
Colombian, 6 per Cent.	....	....	29½	29½	....	...
Ditto, 1824, ditto	32½ 1⅞	31½	31⅛ ¾	31⅛ ¾	31⅞ 2⅛	32⅛
Danish, 3 per Cent.	....	74⅛	...	74⅛	74⅛	....
Greek, 5 per Cent.	.. ..	....	....	....	....	...
Ditto, 1825, 5 per Cent.	....	.. .	....	....	....	...
Mexican, 5 per Cent.	.. .	....	.. .	21	.. .	...
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	27⅞	27½ ¾	....	.. .	28⅛	28⅛ ¾
Ditto, def. do. 6 per Cent.	....	....	....	. .	....	....
Neapolitan, 5 per Cent. 1824	....	....	.. .	....	....	....
Peruvian, 6 per Cent.	....	....	....	. .	....	18
Portuguese, 5 per Cent.	....	70	....	....	....	....
Ditto, New 5 per Cent.	29½ ¾	28⅞ 9⅞	29⅞ 30	30½	30	30⅞ ¾
Ditto, 3 per Cent.	19⅞ ¾	19½ ¾	19⅞ 20	20⅛	20½	20⅛ ¾
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	....	110½	110½	....	....	....
Spanish, 5 per Cent. Consols	22½ ¾	21½ 3	22½ 4½	24⅞ 3½	23 4	24⅛ 5
Ditto, passive	5⅛	5⅛ ¾	5⅛ ¾	5⅛ 6⅛	5⅛ 6	6⅛ ¾
Ditto, deferred	9⅞ ¾	9⅞ 10	10⅛ ¾	10⅛ ¾	10⅛ ¾	10⅞ 11
Dutch, 2½ per Cent.	53⅞	53⅛ 4⅛	54 3⅛	54	54	54⅛ ¾
Ditto, 5 per Cent.	103⅛ ¾	102⅞ 3⅛	102⅞ 3	103⅛ ¾	103⅛	....
Ditto, New, 1837	101⅛ ¾	101	....	101⅛	....	....

FRENCH FUNDS.

	Paris Aug. 30	Aug. 31	Sept. 2	Sept. 3	Sept. 4	London Sept. 4	Sept. 5
5 per Cent. Ann.	112f. 70c.	112f. 65c.	112f. 55c.	112f. 40c.	112f. 20c.	....	....
Ex. on Lond. 1 mth.	25f. 17½c.	25f. 17½c.	25f. 20c.	25f. 20c.	25f. 20c.	....	....
ditto 3 mths.	24f. 92½c.	24f. 90c.	24f. 90c.	24f. 90c.	24f. 90c.	....	....
4½ per Cent. Ann. Exchange	....	....	....	....	....	....	.. ..
4 per Cent. Ann. Exchange	103f. 10c.	....	....	103f. 20c.	103f. 20c.	....	. ..
3 per cent. Exchange	80f. 90c.	80f. 90c.	80f. 70c.	80f. 7[illegible]c.	80f. 30c.	80f. 25c. 25f. 40c.	80f. 50c. 25f. 40c.
Bank Shares	2790f.	2795f.	2785f.	2780f.	2775f.	....	....

IRISH FUNDS,

Sept. 5, 1839.

Bank stock		189	Royal Canal Stock				32
Government Debentures	3½ per ct.	89¾	Patriotic Insurance	10	0	0	6⅛
Ditto Stock	3½ per ct.	96½	Provin. Bank of Ireland	25	0	0	48
Ditto New	3½ per ct.	96½	Hibernian Bank	25	0	9	24⅞
Ditto ditto, reduced	4 per ct.	99⅛	Grand Canal Stock				27½
Consols	3 per ct.	89⅛	Mining Co. of Ireland	7	0	0	15⅛
City Debentures	4 per ct.	62	City of Dublin Steam Co.	100	0	0	116
Exchequer Bills	2½d per diem	25	Kingstown Railway	80	0	0	67

AMERICAN FUNDS.

Redeemable.	London.	America.	Redeemable.	London.	America.
New York 5 1855	91		Louisiana 5 1844, 7, 50, 2	91	
5 1858			Mississippi .. 6 1861, 6, 71	90	
.. 1860			INCORPORATED BANKS.		
Pennsylva. 5 1854			Per Cent.		
.. 1856			United States 6 1866	72⅞	110½
.. 1858			Louisiana State .. 10 1870		
.. 1860, 62	87		Bank of Louisiana 5 1870		
.. 1864			N. Orleans, Canal & B. Co.		
Maryland 6 1870			City Bank		
Ohio 6 1856, 58	90		New York Life and Trust 5	40	
South Carolina 5 1866	88		Tenessee Planters 9		
Tennessee 6 1864			Mississippi .. 10		
Virginia 6 1857			Exchange at New York		9½

COURSE OF EXCHANGE.

FRIDAY, Sept. 6, 1839.

	Prices printed.	Prices negociated on 'Change.			Prices Printed.	Prices negociated on 'Change.	
Amsterdam	12 7	12 4½	12 4⅛	Barcelona	36	—	—
Ditto at Sight	12 4	12 1	12 1½	Seville	36	—	—
Rotterdam	12 7½	12 4½	12 4⅞	Gibraltar p. h. d.	48	—	—
Antwerp	12 6	12 3	12 3½	Leghorn	30 35	30 17½	30 20
Hamburgh Mrs. B.	13 13½	13 10⅞	13 10⅞	Genoa	25 90	25 70	—
Altona	13 14	—	—	Milan	31	—	—
Paris, 3 days' sight	25 50	25 35	25 40	Venice p. d. A. L.	47	—	—
Ditto	25 75	25 60	25 65	Naples	40	40⅞	40⅛
Marseilles	25 75	25 60	25 65	Palermo	120 oz	121	—
Bordeaux	25 80	—	—	Messina	120	121	—
Frankfort on Main	151½	151	151½	Lisbon	54	54⅛	54⅛
Petersburg p. rubl.	38	—	—	Oporto	54⅛	54⅛	54
Berlin cur. doll.	7 0	—	—	Rio Janeiro	29	—	—
Vienna eff. do.	10 6	10 4	10 5	Bahia	27	—	—
Trieste ditto	10 9	10 5	10 6	Buenos Ayres	—	—	—
Madrid	36⅛	37	—	Madras	—	—	—
Cadiz	36⅛	37	—	Calcutta	—	—	—
Bilboa	36	—	—	New York & Philad	46⅛ 6	—	—

PRICES OF METALS.

	£	s.	d.		£	s.	d.
Copper, Brit.—Cake ... ton	92	0	0	Iron, Brit.—Pig, No. 1 ... ton	6	0	0
Tile ... do.	90	0	0	Bar ton 9 0 0 to	10	5	0
Sheets ... lb.	0	0	11	Do. Carg. in Wales	9	5	0
Bottoms ... do.	0	1	0	Bolts ... ton	10	15	0
Foreign—S. Am. (dy. 57s. cwt.) bd. ... ton	80	0	0	Nail Rods ... ton	11	5	0
Tin, Brit.—Blocks ... cwt	4	0	0	Hoops ... ton	12	10	0
Bars ... do.	4	2	0	Sheets, single ... ton	13	10	0
Plates, common to best, per box. I.C. 1 12 0 to	1	14	0	(Others in proportion.)			
I.X. 1 18 0 ..	2	0	0	Foreign—Swedes, co. bd. ton	14	10	0
I.X.X. 2 4 0 ..	2	6	0	Duty 30s. per ton. for Steel, (var. mks.) ton 16 0 0 to	23	0	0
Wasters of the above Mks. 2s. less, all others 6s. less.				Russian com. ... ton	13	10	0
(Others in proportion.)				P.S.I. ... ton	14	10	0
Foreign—duty 2s. per cwt. Banca, bd. ... cwt.	3	10	0	C.C.N.D. ... ton	19	10	0
Straits, bd. ... cwt.	3	1[illegible]	0	Steel, Brit.—Blistered, (various qualit.) ton 25 0 0 to	45	0	0
Bars, bd. ... cwt.	4	4	0	Shear do. do. 45 0 0 ..	54	0	0
Lead, Brit.—Pig ... ton	19	0	0	Cast do. do. 45 0 0 ..	54	0	0
Sheet ... ton	20	0	0	Foreign—Duty 20 per cent. Swedes in kgs bd. ton	19	10	0
Shot ... ton	22	0	0	Do. Faggots bd. ton	19	0	0
Red ... ton	21	0	0	Milan ... bd. ton	20	0	0
White (dry) ... ton	30	0	0	Spelter, For.—Cakes (dy. 2l. p. ton.) .. bd. ... ton	18	5	0
Do. (gd. in oil) ... ton	32	0	0	English Sheets ...	33	0	0
Litharge ... ton	21	0	0	Quicksilver—(dy. 1d. per lb.) bd. ... lb.	0	3	10
Foreign—Span. (dy. 40s. per ton.) bd. ... ton	15	10	0				

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from Sept. 7 to 14.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday
Morning	1 46	2 33	2 53	3 24	3 48	4 13	4 41
Afternoon	2 9	2 42	3 11	3 37	4 2	4 28	4 57

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present price.
500	Anglesey	100	5	10	8	8 10
1,200	Arigna Iron & Coal Co.	56	34	..	..	—
4,000	Bissoe Bridge	5	5	1	1	1
8,000	Blaenavon	50	40	42	41	42
20,000	British Iron	50	50	8½	8	8½
1,000	Cariggan	..	1¼	½	¼	¼
100	Copper Bottom	..	41	30	20	30
2,000	Cornubian Lead Co.	..	3½	4½	4	4½
6,000	Cornwall Great United	12	9	2	2	2
1,000	Cuddra	10	4	4	4	4
5,000	Dartmoor Consols	5	5	3	2	3
10,000	Durham County Coal Co.	50	20	..	..	—
2,000	East Cornwall Tin, &c.	6	6	3	2½	3
2,560	East Wheal Strawberry	7	7	1½	1½	1½
1,200	East Mulberry Hills	3½	3½	2	2	2
4,000	English	20	12½	2	1½	2
3,200	Great Wh. Prosper	25	7½	5	5	5
4,000	Great Wh. Charlotte	2½	2½	3½	3½	3½
10,000	Hibernian	50	10½	4½	4½	4½
1,000	Holmbush	100	14	33	33	33
2,000	Isle of Serk (Guernsey)	..	6½	11	11	11
12,000	Kellewerris	5	2½	..	¼	¼
600	Llwyndyisna	..	..	5	7½	7½
20,000	Mining Co. of Ireland	25	7	15	14	15
6,000	Perran Consols	3½	3½	1½	1½	1½
3,000	Polberou Consols	10	10	1	1	1
6,000	Polbreen	5	4	1½	1½	1½
2,000	Relistian	..	..	12	12	12
5,000	Redmoor Consolidated	5	4½	2½	2½	2½
10,000	Rhymney Iron	50	45	35	35	35
8,000	St. Hilary	2½	2½	5	5	5
800	South Towan	10	10	4	3	3
4,000	Tregollan	5	3	3½	3½	3½
4,000	Treleigh Consols	5	4½	1½	1½	1½
4,505	Tamar Consols	5	3	5½	5½	5½
6,000	Tin Croft	10	6½	5½	5½	5½
198	Trevaskus	..	60	45	45	45
4,000	United Hills	5	5	10	9	9½
2,000	Wendron	8	8	3	3	3
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	½	½	½
5,000	Wh. Harm. & Montague	10	10	5	4½	4½
6,000	Wicklow Copper	5	5	8	8	8
3,829	West Wheal Jewel	8	7	5	4½	5
800	Wherry Mine	15	12	12	12	12
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	¼	½	½	½
256	Wh. Prosper (Stithians)	.	4½	4½	4½	4½

FOREIGN MINES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present price.
4,000	Alten Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	1	1	1
8,374	Do. Subscription	25	25	2½	2½	2½
2,000	Bolanos	150	150	100	97½	97½
	Ditto Scrip	..	25	43	43	43
10,000	Brazilian Imperial	35	20	20	19	19
10,000	Bolivar	20	20	24½	22	24½
10,000	Ditto Scrip	10	10	1	1	1
10,000	Cata Branca } Brazilian	10	6½	8	8	8
10,000	Conceiçao } Co.	10	3	..	..	—
10,000	Candonga Mining Co.	20	7½	6	6	6
	Ditto registered	20	7½	5	5	5
12,000	Cobre Copper Company	40	40	36½	36½	36½
8,500	Colombian Co. regis.	55	55	3½	3½	4
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	10	10	10
20,000	General Mining Association	20	18	7½	7½	7½
5,351	Mexican Company	6[illegible]	36½	[illegible]	[illegible]	[illegible]
6,000	Mocambas and Cocaes	25	25	12½	12½	12½
5,000	Minas Geraes	20	11	7	6	7
2,000	New Granada	10	9	..	..	—
14,582	{ Real del Monte, regis.	544	63½	7	7	7
	{ Do. unregistered	544	..	7	7	7
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Anori	..	3½	.	..	—
11,000	St. John d'el Rey	20	14	3⅞	3⅞	3⅞
40,000	United Mexican	40	40	1½	1½	1½
	Red New Scrip	.	5	2	1½	2
	Black Scrip	..	5	4	4	4
14,000	Zacatecas Mining Co.	5	5	4	3½	4

RAILWAYS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present price.
2,500	Aylesbury	20	6	..	..	—
6,300	Birmingham and Derby	100	90	75	75	75
9,500	Birming. & Gloucester	100	50	20½	20	20
7,500	Birm. Brist. & Th. Junc.	20	18	9	9	9
600	Bolton and Leigh	100	100	61	61	61
641	Ditto ¼ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	25	10	10	10
1,172	Cant. & Whitstable	50	50	..	..	—
350	Cheltenham	100	100	1½	1½	1½
5,000	Chester & Birkenhead	50	35	42½	42½	42½
5,000	Chester and Crewe	50	35	24⅞	24⅞	24⅞
3,500	Do. Extension	50	3	3	3	3
7,500	Chelten. & Gt. Western	100	40	4	4	4
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	32	35½	35½	35½
6,000	Dublin and Drogheda	100	10	8	8	8
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	2½	½	½	½
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	45	45	45
3,000	Deptford Junction	20	1	1½	1½	1½
60,000	Eastern Counties	25	15	6	4½	6
5,000	Edinb. Leith & Newha.	20	7	4	4	4
18,000	Edinburgh & Glasgow	50	20	9	9	9
2,500	Forest of Dean	50	50	40	40	40
17,500	Glasg., Paisley & Ayrsh.	50	25	16	16	16
16,000	Glasg., Paisley, & Green.	25	11	7½	7½	7½
10,918	Grand Junction	100	100	194	194	194
10,918	Do. New	50	20	60½	60½	60½
10,000	Great North of England	100	40	25	24⅞	24⅞
25,000	Great Western	100	65	64	58	64
	Ditto New	..	5	6	2½	5½
8,000	Gt. Leinster & Munster	100	5	1	½	1
5,000	Hull and Selby	50	20	14½	14½	14½
6,000	Launceston & Victoria	20	2	..	..	—
3,100	Leeds and Selby	100	100	70	70	70
2,000	Leicester and Swaning.	50	50	73½	73½	73½
5,100	Liverpool & Manchester	100	100	194	194	194
12,021	Do. ¼ Shares	25	25	48½	48½	48½
7,968	Do. ⅛ do.	50	35	77	77	77
24,000	Lond. & Blackwall	25	13	11½	10⅞	11½
20,000	London and Greenwich	20	20	13½	13½	13½
	Ditto New	..	20	19½	19	19½
25,000	London and Birmingh.	100	90	142	137	139
25,000	Do. ¼ Shares	25	5	21½	20½	20½
	Do. New	32	16	31½	30	31½
14,000	London & Croydon Tr.	20	16½	11	10½	11
6,000	Do. Scrip	15	12½	11	10½	11
6,000	Do. (New Scrip)	20	7	9½	9½	9½
20,000	London & Sth. Western	50	28½	42	39½	42
16,000	London & South., New	25	20	20	20	20
30,000	Lond. & Brighton	50	22	8½	7	7½
12,000	London Grand Junction	50	5	..	..	—
2,000	Llanelly	100	72	70	70	70
14,000	Manchester and Chester	..	2½	..	..	—
13,000	Manchester and Leeds	100	30	62½	61	62½
10,000	Do. (New)	50	5	8½	8½	8½
10,000	Manchest. South Union	100	5	3	3	3
1,000	Manchester & Oldham	100	5	..	..	—
20,000	Manchester & Birming.	70	21	5½	5½	5½
13,000	Do. Extension	70	7	2½	2½	2½
4,000	Maryport & Carlisle	50	27	[illegible]	[illegible]	[illegible]
10,000	Midland Counties	100	70	33½	33½	33½
3,000	Newcastle and Carlisle	100	100	102	102	102
12,000	North Midland	100	85	[illegible]	69	69
12,000	Northern and Eastern	100	16	13½	12⅞	13½
600	North Union	100	100	62	62	62
	Do. New	..	40	64½	64½	64½
2,800	Preston and Wyre	50	30	42	42	42
2,500	Preston and Wigan	..	20	30	30	30
	St. Helen's & Runcorn	100	100	..	..	—
1,500	Stanhope and Tyne	100	100	..	..	—
1,700	Stockton & Darlington	100	100	250	250	250
1,070	Do. ¼ Shares	30	30	..	..	—
3,000	South Durham	30	2½	½	½	½
4,000	Sheffield & Rotherham	25	25	..	..	—
36,000	South Eastern	50	13	½	½	½
	Ditto New	..	25	4½	2½	4½
40,000	South Western (Steph.)	50	1	½	½	½
9,000	Thames Haven	50	3	4½	4½	4½
3,500	Warrington & Newton	100	100	..	..	—
1,400	Westminster & Greenw.	20	2	½	½	½
3,000	West Durham	20	5	½	½	½
5,000	York & North Midland	50	30	30½	30½	30½

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present price.
10,000	Anglo Mexican Mint	10	10	10½	10½	10½
10,000	Anti Dry Rot	25	17½	7	6½	7
10,000	Asphalte (Claridge)	20	4	1	⅞	⅞
10,000	Asphalte (U. S.)	20	2	¾	¾	¾
10,000	Australian Agricultur.	100	27½	45	44½	45
8,000	Brit. Rock & Patent Salt	50	35	12	12	12
8,000	Bahia Steam	10	7	2	2	2
2,500	Bitumen Bastenne, &c.	20	4	¾	¾	¾
6,000	Brit. Americ. Land Co.	..	33	14	14	14
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
10,000	Canada Company	100	32½	30½	30½	30½
200,000	Canada (Upper) Bonds		.	91½	91½	91½
5,000	Eastern Coast of Central America (Deb.	20	15½	5½	4½	4½
5,000	Droitwich Patent Salt	25	25	14½	14½	14½
2,122	Do. Proprietors	100	..	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	.	—
2,700	Equitable Rever. Soc.	100	40	41	41	41
20,000	General Steam Navig.	15	14	25	25	25
2,100	Hungerford Market	100	100	32	32	32
	Hudson's Bay Stock	100	100	268	268	268
10,000	India Steam Ship Co.	50	3	.	.	—
10,000	Irish Waste Land Co.	50	1	½	½	½
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,500	London Corn Exchan.	.	.	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
5000	London Cemetery Co.	20	12	11½	11½	11½
20,000	Mexican South Amer.	10	7	6½	6½	6½
	New Corn Ex.	..	27½	20½	20½	20½
	New Brunswick (Land)	..	57	10	10	10
10,000	Rio Doce	25	4	2½	2½	2½
2,754	Rever. Interest Society	100	100	135	135	135
2,632	Ditto New	100	85	114	114	114
220	S. Devon Shipping Co.	50	50	..	.	—
2,000	Shotts Iron Foundry	50	48	53	53	53
10,000	South Australian	25	12	11½	11½	11½
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	50	9½	9½	9½
10,000	Van Dieman's Land	100	18	9	9	9

CANALS.

No. of Shares.	Name of Company.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	130	7	Sept.
1,482	Ashby-de-la-Zouch	113	113	72	4	Oct.
720	Barnsley	160	160	280	14	July
1,260	Basingstoke	100	100	5	..	—
1,095	Brecknock & Abergav.	150	150	94½	5	—
8,000	Birming. 1-16th Share	79⅞	79⅞	221	9⅞	Dec.
4,000	Do. & Liverpool Junct.	100	100	26	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	101	4	Jan.
16,000	Carlisle	..	21½	..	..	
500	Coventry	100	100	690	46	Nov.
1,500	Chesterfield	..	..	..	..	
460	Cromford	100	100	340	2[illegible]	July
4,546	Croydon	31½	31½	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41½	41½	26	4	—
2,060⅛	Dudley	100	100	100	4	Sept.
600	Derby	100	100	135	11	July
3,575½	Ellesmere & Chester	133	133	83	4	Sept.
231	Erewash	100	100	800	62	Oct.
1,297	Forth and Clyde	400	400	600	30	July
11,600	Grand Junction	100	100	186	10	June
2,849½	Grand Union	100	100	25	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	14	..	—
600	Glamorganshire	172⅞	172⅞	..	13⅞	Sept.
1,960	Gloucester & Berkley	100	100	..	..	
269	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	203	10	May
6,225	Huddersfield	57½	57½	36	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	28	1½	Sept.
11,699½	Lancaster	47½	47½	26	1½	Mar.
2,897⅞	Leeds and Liverpool	100	100	750	30	Nov.
18⅞	Leeds & Liverpl. New	80	..	..	16	—
545	Leicester	140	140	230	15½	July
1,897	Leicester & Northam	83½	83½	90	6	Dec.
350	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142⅞	142⅞	2250	162	July
	Manches., Bol. & Bury	..	78	66½	..	—
2,109	Monmouthshire	100	100	202	10	Dec.
700	Montgomeryshire	100	100	90	4½	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	560	25	Oct.
3,000	Macclesfield	100	100	51	2	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	..	..	—
1,786	Oxford	100	100	600	30	Sept.
521	Oakham	130	130	52	3½	May
2,400	Peak Forest	78	78	104	5	Dec.
2,520	Portsmouth & Arundel	50	50	..	..	—
21,418	Regent's (or London)	33½	33½	12	12s	July
5,669	Rochdale	85	85	112	6	May
500	Shropshire	125	125	158	8	Dec.
800	Somerset Coal	150	150	150	9½	Dec.
26,000	Do. Lock Fund Stock	12½	12½	11½	4½	Dec.
700	Stafford. & Worcester	140	140	650	36	July
500	Shrewsbury	125	125	280	9	Nov.
300	Stourbridge	145	145	400	12	July
3,647	Stratford-on-Avon	79½	79½	45	2	Aug.
200	Stroudwater	150	150	500	24	Nov.
533	Swansea	100	100	280	16	Nov.
3,762	Severn & Wye & Railw.	35	35	41	2½	Sept.
1,200	Thames & Severn blk.	100	100	36	2	June
1,150	Do. Do. red.	100	100	—	2	June
2,000½	Trent & Mersey ¼ Sh.	50	50	600	32½	Dec.
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19½	19½	2	..	
3,544	Do. New	.	.	..	..	
1,000	1,000½ Warwick & Bir.	100	100	280	16	May
980	Warwick and Napton	100	100	196	15	Nov.
6,000	Worcester & Birming.	78	78	70	4	Aug.
5,000	Wilts and Berks	67½	67½	28	1½	May
800	Wyrley and Essington	125	125	71½	5	Jan.
126	Wisbeach	105	105	45	..	—
905	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

No. of Shares.	Name of Company.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
2,000	Albion	500	50	73	3½	Dec
50,000	Alliance Brit. & Forei.	100	10½	15	5	Oct.
50,000	Do. Marine	100	5	6	6	Jan.
24,000	Atlas	50	5	13½	½	July
1,500½	Birminghm Fire	250	33	107½	5	May
20,000	British Fire	250	50	49	4	Sep.
12,000	British Comercial	50	5	6	6	Dec.
5,000	Cler. Med. & Gen. Life	100	2½	4	5	Aug.
4,000	County	100	10	42	2½	Dec.
20,000	Eagle	50	5	5½	½	Oct.
200	Economic Life	1000	250	400	5	Jan.
5,000	Edinburgh Life	100	10	—	6	Jan.
2,271	European Life	20	20	77	1½	Jan.
50,000	Ditto New	20	2	1½	2s	Jan.
1,000,000	Globe Stock	100	100	132	6	Dec.
20,000	Guardian	100	27½	37½	5	July
7,500	Hercules	100	10	16	7	April
40,000	Hope	50	5	6	6s 6d	Sep.
2,400	Imperial Fire	500	50	137½	5½	Dec.
7,500	Imperial Life	100	10	10½	9s	July
13,453	Indemnity Marine	100	5½	28	5	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	
2,020	Kent Fire	50	50	97	3½	Feb.
	Do. Life	..	..	79	3	—
10,000	Law Life	100	10	20	16s	April
20,000	Minerva Life	20	2	..	4	July
4,000	London, Fire	25	12½	16	½	Sep.
31,000	London, Ship	25	12½	16	½	Sep.
20,000	North British	200	10	20½	5	June
31,000	National Life	100	5	11	5	July
20,000	Palladium Life	50	2	27	3	Jan.
20,000	Protector Life	..	1	½	4	—
2,000	Provident Life	100	10	20	1	June
100,000	Rock Life	20	2	7	5s	Oct.
689,220	Royal Exchan. Stock	.	.	229	5	Dec.
250,000	Scottish Union	20	1	1½	6½	Jan.
20,000	Standard of England	50	5	..	5	May
	Sun	..	..	210	6½	Dec.
3,000	Universal Life	100	5	8	3	May
1,500	Union	..	20	165	..	—
6,000	University Life	100	5	6	3	—
40,000	United Kingdom Life	20	2	—	4	—
50	Westminster Life	1000	1000	..	..	—
10,000	West of Scotland	..	10	..	..	—

PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend.
25,000	Agric. & Com. of Irel.	25	10	..	..	—
5,000	Australasia	40	40	64½	8	Jan.
1,500,000	Bank of Scotland	100	83⅓	178	6	Oct.
10,000	Birmingham Bank	50	10	23½	10	Mar.
500,000	British Linen Co.	100	100	..	8	Dec.
20,000	British North Amer.	50	25	24	6	Mar.
160,000	Commercial	5	5	5½	7	—
20,000	Colonial	100	25	20	5	Jan.
5,000	Devon and Cornwall	100	25	45	8	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Foreign Banking Co	.	3	9	..	—
2,000,000	Glasgow Union	250	50	65	7	Dec.
10,000	Gloucestershire	50	10	25	10	Feb.
6,000	Hampshire	50	5	..	10	Aug.
10,000	Hibernian	100	25	21	4	—
3,000	Devon & Cor. Bg. Co.	..	20	36	..	—
30,000	London & Westmins.	100	20	22½	5	Mar.
3,000	Lancaster	100	20	..	10	Aug.
25,000	Liverpool	100	10	23⅞	10	July
60,000	Lond. Joint Stock Co.	50	10	12	5	June
50,000	Manch. & Liver. Dis.	100	15	12	7½	Mar.
20,000	Manchester	100	25	27	7½	Oct.
25,000	Monm. & Glamorg.	20	10	15	15	Aug.
20,000	North & South Wales	10	5	10½	6	—
20,000	Natl. Bank of Ireland	50	17½	16½	5	—
10,000	Nat. Provincl. Engl.	100	35	34½	5	Jan.
10,000	Ditto New	20	10	9⅞		—
80,000	Nor. & Cnt. B. of Eng.	10	10	3	5	Dec.
10,000	North Wilts	25	5	10⅞	8	—
20,000	Prov. Bk. of Ireland	100	25	45	8	July
4,000	Ditto New	10	10	17	8	—
2,000,000	Royal of Scotland	100	109	165	6	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	..	—
4,000,000	Western of Scotland	200	40	..	5	July
20,000	W. of Eng. & S.W. Dis	20	12½	12	5	—
20,000	Wilts and Dorset	15	7½	7½	5	—

GAS LIGHT AND COKE COMPANIES

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend.
10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	22	2	Sept.
600	Bradford	25	25	.	10	—
5,000	British	40	18	21	1½	May
5,000	Do. Provincial	20	19	25	1½	Nov.
928	Birmingham	50	50	93	5½	July.
2,400	Birm. & Staffordshire	50	50	73	4	Sept.
600	Brentford	50	50	22	4	April
4,250	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	11	3½	Sept.
750	Do. New	20	18	9	3½	—
2,471	Brighton, General	20	20	10½	4½	Nov.
363	Carlisle	25	..	..	..	—
4,000	Continental Consolidat.	75	62½	105	6½	July
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	195	10	Sept
1,000	Do. New	100	75	114	6	Dec.
800	Coventry	25	25	2½	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	17	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	26	3	June
10,000	European	20	15	..	..	Aug.
4,450	Glasgow	25	25	54	10	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	50	50½	5	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	18	5	Aug.
2,350	Independent	30	30	30	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242	242	360	12	—
	Do. N. Gas and Coke	100	100	97	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	10	Feb.
9,000	Phœnix	50	39	29½	4	June
579	Portsea	..	53	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	61½	4	Sept.
480	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	22	19	4	July
1,600	Sheffield	..	16½	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	36	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	22½	1½	Jan.
750	Warrington	20	20	24	1	Oct.
12,000	Westminster Chartered	50	50	57	5	Dec.
6,000	Ditto New	50	10	11	12s	Dec.
200	Worthing	50	50	..	5	Aug.
800	Yarmouth					

DOCKS.

600,1065	Commercial	100	100	68	3	July
	East and West India Stock	100	100	111	..	Jan.
1,038	East Country	100	100	16	..	—
323,8,310l. 5s. 10	London Stk	..	..	65½	22	Dec.
	Ditto Bonds	..	..	100	4	—
2,209	Bristol	147½	147½	74	2l19	Dec.
68,324	Ditto Notes	..	..	113	5	Nov.
570	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	..	..	5	—
11,000	Grand Collier Docks	50	1	1	..	—
1,352,752	St. Katharine Stock	100	100	107	5	Jan.
500,000	Ditto Bonds	..	..	101½	4½	Oct.
200,000	Do. Bonds for 10 years	..	..	100	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
	Southampton	50	5	3⅞	..	—

BRIDGES.

1,600	Hammersmith	50	50	21	1s	Jan
7,231	Southwark w. new sub.	63½	63½	2	..	—
1,700	Do. New of 7½ per cent.	50	50	14	1⅞	Dec.
5,848	Vauxhall	70½	70½	23½	19s	Dec.
5,000	Waterloo	100	100	3	..	—
5,000	Do. old Annuities of 8l.	60	60	28	22s	Feb.
5,000	Do. new do. of 7l.	40	40	21½	19s 2	Feb.
30,000	Ditto Bonds	..	.	120	5	Feb.

WATER WORKS.

4,000	Birmingham	25	25	20	10s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	166	6	Jan.
4,000	Glasgow	50	50	.	.	—
3,500	Grand Junction	48½	48½	67½	2½	Jan.
5,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	43½	2	Jan.
372	Liverpool Bootle	220	220	326	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	62	2½	Oct.
6,486	Manchester & Salford	100	50	54½	2½	Mar.
800	Portsea Island	50	50	..	..	—
700	Portsmouth & Farlington	50	50	21	1	—
6,000	Ramsgate	10	8	10	.	—
1,000	Vauxhall, late So. Lond.	100	100	10½	4½	Oct.
6,200	West Middlesex	63½	63½	104	4½	Dec.
1,360	York Building Co. L. P.	100	100	33	1l 14	Oct.

ROADS.

533	Archw. and Kent To.	30	30	..	1	1 & 7
300	Barking	100	100	22½	1½	1 & 7
1,000	Commercial	100	100	75	5	1 & 7
2,000	Do. East India Dock Br.	100	100	3	3	1 & 7
482	Great Dover Str.	..	70	..	1½	1 & 7
2,393	Highgate Archway	..	30l 8	2	..	—
11,000½	New North Rd. Stock	100	100	.	.	—

LITERARY INSTITUTIONS.

400	Adelaide Gal. of Science	50	..	.	.	—
1,000	London, w. Bronze Tick.	75	75	17	.	—
1,300	London University	100	100	15	..	—
700	Russell	25	25	7	.	—
	King's College	100	100	10½	..	—

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